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BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

Auto EXPRESS

THE CAR NEWS WEEKLY

ASTON DB11 CONFIRMED

PLUS Plans for family
of Aston SUVs
revealed



EXCLUSIVE
IMAGE

NEW JAGUAR F-PACE

OFFICIAL PICTURES

All you need to know about
2016's must-have SUV



PLUS

New hi-tech **Mégane**

Full story on Renault's stylish Golf rival



Porsche's bold future

Electric 4-dr: 592bhp and 310-mile range!



All-new A4 **driven**

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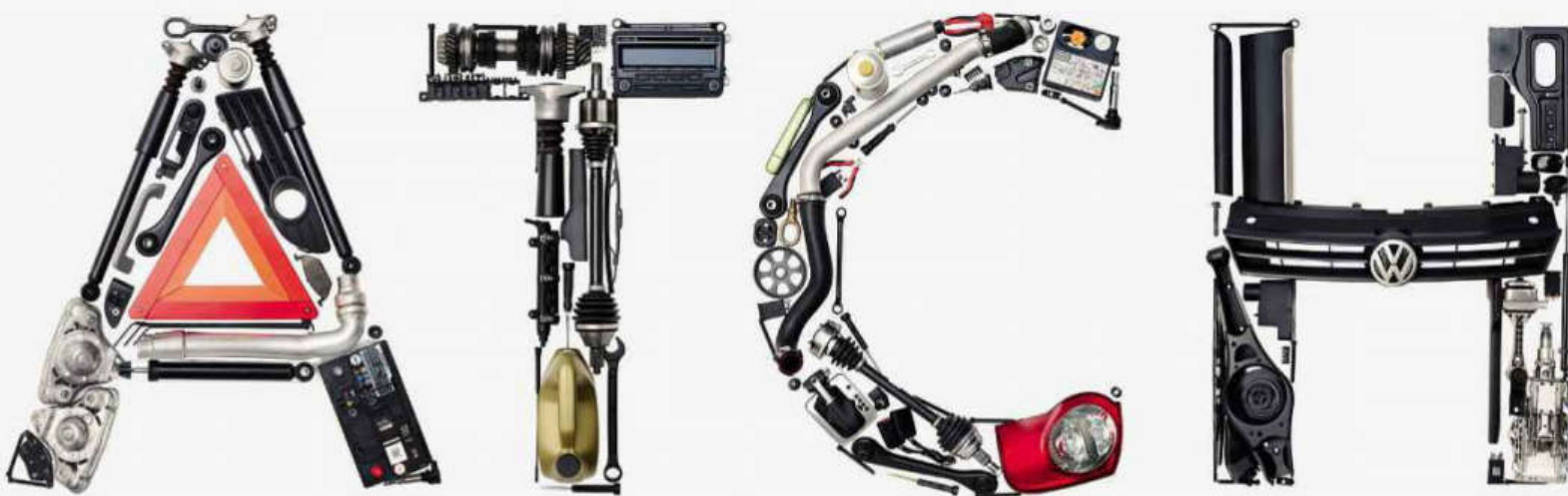
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Online this week



All the big stars and news from Frankfurt

THE Frankfurt Motor Show is the biggest in Europe – and our team has been out in Germany in force, reporting live from the stands on all the major unveils.

And this year, with new cars from Vauxhall, Jaguar, Bentley and Rolls-Royce, there was a distinctly British flavour to proceedings. For the definitive coverage, head to our website where you'll find an unbeatable mix of news stories, interviews, galleries, videos and all the behind-the-scenes gossip.

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PREMIUM
SUPERMINIS
TESTED**
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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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Sports Utility Vehicles are, at last, living up to the name



AE WHEN the Sports Utility Vehicle was invented, the use of the word sport referred more to the owner's lifestyle than the ability of the car. In spite of what some makers may have claimed, sticking a large engine in an SUV doesn't make it a sports car.

Thankfully, the Sports Utility Vehicle is coming of age – and living up to the name. The Jaguar F-Pace is proof of that. It has to be – the thought of Jaguar being anything other than a sporting car is unforgivable. It may have taken an age for the company to finally reveal the images (perhaps that's what the F stands for), but it's been worth the wait. It's no wonder, as our exclusive story reveals this week, Jaguar is going to concentrate on SUVs rather than estate cars in the future.

We'll have to wait a while to find out if the F-Pace's drive lives up to its 'sports' billing, but JLR's head of engineering, Nick Rogers, has previous on that score. He's the man behind the Range Rover Sport – tested against the new Mercedes GLE Coupé and BMW X6 on Page 48. The Sport seems to defy physics by proving that high-sided SUVs can actually handle. We'd expect the F-Pace to be better still – no pressure there, Mr Rogers.

Aston Martin's CEO Andy Palmer is a bloke who knows a thing or two about SUVs – he has previous, too, as the man behind the genre defining Nissan Qashqai and Nissan Juke in a previous life.

However, Palmer prefers to call them crossovers, as he does with the Aston DBX – the concept that wowed the crowds at the Geneva Motor Show this year and, as he exclusively reveals to us, is the most important car in a revitalised Aston Martin's future. Palmer hasn't ruled out a family of Aston crossovers.

The more the better – these are cars for sports car fans who, for whatever reason, can't live with a sports car. And there are loads of us!



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- **Jaguar design chief Ian Callum shows us round new F-Pace**
- **High-quality, hi-tech interior; choice of rear or four-wheel drive**



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AE FOLLOWING years of speculation and months of teaser shots, Jaguar finally took the wraps off its first-ever SUV at the Frankfurt Motor Show this week.

The F-Pace has been designed as a rival for the Audi Q5 and Porsche Macan, but is significantly larger and more luxurious than both. It will be priced from £34,710, and the first cars will arrive in showrooms in April.

There will be rear-wheel-drive and four-wheel-drive versions, as well as petrol and diesel, manual and automatic models – with the top-spec cars lifting the 375bhp supercharged 3.0-litre V6 from the F-Type.

We were treated to a preview with chief designer Ian Callum at the brand's Coventry HQ. According to Callum, the F-Pace is completely against the ethos of the Jaguar brand he joined 15 years ago.

“As a design team, we’d never done anything like this before,” he told us. “In some ways it went against our very nature of wanting Jaguars to be low, long and sleek.

“But having accepted the status quo of what people want these days, we said we’ll

produce what we hope to be a very sporty version of this type of vehicle.”

From the front it’s unmistakably Jaguar. The headlights will be familiar to those who’ve seen the new XE or XF, and the vertical gaping grille has been carried over from other models in the range. Down the side there’s a sharp crease in the body, with the high shoulder line and sleek rear lights completing the look.

“We had a few attempts at it,” said Callum. “In the end I said to the team, ‘let’s look at the F-Type, which we all know and love, and put a lot of the F-Type feel into this car’.

“The most important thing for me was that this was a Jaguar shaped like a crossover, it wasn’t a crossover pushed into the shape of a Jag.”

Under the skin, the F-Pace is based on the lightweight, aluminium architecture that Jaguar also uses for the XE and XF saloons, while double wishbone front suspension and the integral-link rear suspension from the F-Type has also been fitted.

The new platform let Callum position the wheels exactly where he wanted – resulting in short overhangs and impressive space.

Staying inside, every F-Pace will come as standard with an eight-inch central



■ **OFFICIAL**

Jag F-Pace i

It’s been a while coming, but now covers are finally



“The new platform let Callum position the wheels where he wanted – overhangs are short”



Jaguar F-Pace

Top story

"I wanted it to look like a Jaguar shaped to be a crossover, not a crossover trying to be a Jaguar"



IAN CALLUM Jaguar design chief



s 2016's must-have SUV

off new Audi Q5 and Porsche Macan rival, as Jaguar aims for the top of the class

touchscreen – a larger 10.2-inch display is optional. Jaguar will also offer the option of a 12.3-inch Audi TT-style digital instrument cluster. Just as in the Audi, the Jaguar's set-up allows you to view the car's navigation in place of the conventional dials. The F-Pace will also be a strict five-seater – with Callum categorically stating Jag "won't build a seven-seater" while he's in charge.

From launch, buyers will get a choice of 178bhp 2.0-litre Ingenium diesel, 296bhp 3.0-litre V6 diesel and range-topping 375bhp supercharged petrol engines. Only the entry-level diesel is available with rear-wheel drive and a six-speed manual gearbox, while all other versions get an eight-speed ZF automatic and all-wheel drive.

The entry-level rear-drive manual promises competitive 57.7mpg economy and 129g/km CO₂ emissions, and sprints from 0-62mph in 8.9 seconds and hitting 130mph flat out. The flagship diesel



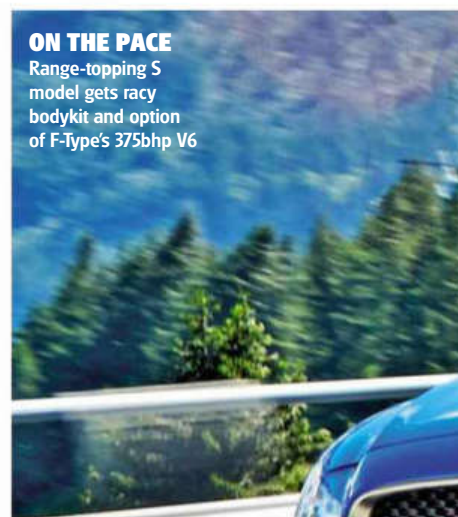
INTERIOR
Plush materials abound, and there's plenty of cabin space. Gadgets aren't exactly in short supply, either





ON THE PACE

Range-topping S model gets racy bodykit and option of F-Type's 375bhp V6



ON THE ROAD

Jag has been engineered to be the sportiest SUV to drive. We'll bring you our verdict soon



claims 47.1mpg and sprints from 0-62mph in just 6.2 seconds. The V6 petrol is the fastest (0-62mph in 5.5 seconds), but also the thirstiest (31.7mpg and 209g/km).

Don't expect the new F-Pace to be competitive off-road; Jaguar is leaving that to sister brand Land Rover, reminding us that this is an SUV designed first and foremost for the road. As a result, four-wheel-drive versions get a clever set-up that can make the transition from 100 per cent rear-wheel drive to a 50:50 torque split in just 165 milliseconds. What's more, the system operates at any speed.

Standard kit on entry-level Prestige models includes heated leather seats, 18-inch alloys, LED daytime running lights and a power bootlid. A DAB radio, Wi-Fi connectivity and sat-nav are also included. Mid-spec R-Sport trim (priced from £36,670) adds 19-inch wheels, sports seats, xenon headlamps, a bodykit and black details.

Portfolio models – from £39,170 – are more lavishly equipped with lashings of leather and wood, a panoramic glass roof, a 380W Meridian sound system and rear view camera. Range-topping S models are only available with the two more powerful engines and have 20-inch wheels, red brake calipers, a bodykit and an adaptive damping system that monitors individual wheel movements 500 times a second. Prices kick off at £51,450.

Jaguar says the new F-Pace has been engineered to satisfy the most stringent



DASHBOARD

Large central touchscreen will incorporate DAB, Wi-Fi and Bluetooth



TFT DIALS

Optional Audi TT-style information screen can replace normal dials, and can be set to display just what the driver wants



safety standards around the world. The autonomous emergency braking system gets a pedestrian detection system, while there’s also lane departure warning, traffic sign recognition and a speed limiter.

The F-Pace also introduces what Jag claims to be a world-first in the form of an Activity Key. This “waterproof, wearable technology” allows owners to lock their keys in the car using a rubber wristband – Jaguar calls it invaluable if, for example, you’re going “surfing or kayaking”. Activity Key has no battery and works on the same RF frequencies and main key fob, so only needs to be held by the tailgate to operate.

Portfolio models with the panoramic roof can expect a slight infringement in rear passenger headroom, but kneeroom

is impressive, with the F-Pace almost matching the Audi Q7 for space. Thanks to a 40:20:40 split-fold rear seat and 650-litre boot, it will neatly plug the gap left by the soon-to-be-discontinued XF Sportbrake, too. Fold the seats flat and space will increase to 1,740 litres, while a full-size spare wheel can be specified and stored beneath the boot floor.

Buyers wanting one of the first UK F-Paces will be able to order their cars straight away, with the option of putting a deposit down on one of the limited-run First Edition models. Costing £65,275, it gets the 3.0 V6 diesel from the new XF and comes fully kitted out with 22-inch alloy wheels, adaptive LED headlights, gloss black details and a sliding panoramic roof.

SUVs TO REPLACE JAG ESTATES



THE F-Pace may be Jag’s first-ever SUV, but as we reported with our exclusive images back in June (Issue 1,375), a smaller ‘sub-Evoque’ model could also join the range at a later date.

However, Auto Express has learned that this focus on SUVs may come at the expense of the brand’s Sportbrake models; there’s no word yet on new XE or XF estates.

A Jaguar spokesman told Auto Express the new SUVs would “fill the gaps” left by the defunct estate models.

He said that now the XE, XF and F-Pace are up and running – with recent tweaks to the XJ, too – the brand could “look at other places for growth”.

“Whether that’s coupés, convertibles or crossovers, just wait and see,” he said.

EXCLUSIVE IMAGES

Our images showed how smaller SUV could look, with Jag phasing out its estates





OFFICIAL

New Renault Mégane tu



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AE THE fourth-generation Renault Mégane has been revealed at the Frankfurt Motor Show, introducing a striking new design and vastly improved interior.

Inheriting its face from the new Talisman family saloon, the Mégane makes use of the same sharp C-shaped LED daytime running lights. The now familiar oversized badge from the Clio and Captur is also evident, while the rising waistline gives way to a slimmer rear window profile.

The rear is inspired by the Clio and Kadjar, too, but the bold stretched tail-lamps are distinctly different. These will remain illuminated both during the day and at night, with top-spec models boasting sharp LED signatures.

The new Mégane is now based on the same CMF platform which underpins the larger Qashqai from sister company

■ Debut at Frankfurt show
■ Big leap in quality promised

Nissan, meaning the hatch is 25mm lower than before, while the front and rear tracks are wider. It makes the car look sportier, and should help it compete with design-focused rivals like the SEAT Leon. The wheelbase is 28mm longer, too, which will make the Mégane more spacious for both front and rear passengers.

Lead designer, Laurens van den Acker, told Auto Express he wanted the new Mégane to be “aspirational”, with the brand benchmarking its new family hatchback against high-quality rivals such as the

QUALITY

Cabin of current car (below) has been criticised, so Renault has ensured new model's interior is a significant step forward



LIGHT SHOW

C-shaped LED daytime running lights feature at front, while stretched tail-lights give a different look at the rear



Now familiar oversized Renault badge marks out Mégane's grille

**MANUAL ON WAY
BACK FOR CLIO RS?**

Current Clio RS has not been especially well received, with automatic only gearbox among chief criticisms

Turns on the style



Volkswagen Golf. A variety of set-ups will be offered inside, with top-spec cars getting a choice of seven-inch landscape or 8.7-inch portrait screens. The latter is a class first.

They'll also feature Renault's R-Link 2 infotainment system with pinch and zoom functionality, as on a smartphone. In addition to this, range-topping cars get a colour head-up display and Bose stereo.

Renault has acknowledged that quality was one of the main criticisms of the current car, and hopes to build on the success of the Clio and Captur with the new hatch.

"Quality starts at the beginning – it can't be an afterthought," Isabelle Marchand, director of perceived quality at Renault, told Auto Express. "We started with the Clio and each model is a step-by-step progression."

The soft-touch dash extends to the top of the doors and high-spec versions will feature a leather steering wheel and interior ambient lighting. Bootspace is up from 405 to 434 litres, eclipsing the Golf's 380 litres. Renault

says rear knee room has improved by 20mm, while shoulder space is now "best in class".

From launch, engine options will include three petrols and three diesels, with power ranging from 89bhp to 202bhp. The most economical diesel will return 85.6mpg and emit 86g/km, although a diesel-electric Hybrid Assist model will arrive in 2017, capable of 94.1mpg and 76g/km.

In addition to the expected Expression and Dynamique models, Renault has confirmed it will launch the new Mégane in a sportier GT trim. It takes cues from the Mégane RS, with 18-inch alloys, a honeycomb grille and sports seats, but will come with the option of a 163bhp diesel or 202bhp petrol engine.

The GT will also get four-wheel-steer technology, which Renault says provides "exceptional driving enjoyment".

From launch, the Mégane will be five-door only. A three-door Coupé – including a firebreathing RS – and a more practical Sport Tourer estate are due to arrive next year.

ELSEWHERE at Renault, Auto Express has learned that the company is considering a manual gearbox option for the next-generation Clio RS.

Talking to Auto Express at the World Series by Renault event at Silverstone earlier this month, Renaultsport Technologies managing director, Patrice Ratti, hinted that a host of improvements are being considered for the next fifth-generation hot hatch, including the option of a manual transmission.

"We will definitely keep the EDC (automatic) transmission," Ratti told us. "But the next Clio may also have a manual option." He also revealed Renaultsport will develop a more responsive chassis and steering set-up for the next-generation model, following widespread criticism of the current car. An all-new model is unlikely to arrive any time before 2017.

"A host of improvements are being considered for hot hatch, including the option of manual transmission"

Wild electric Porsche g



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AE THINGS are moving fast at Porsche – the 911 range has only just made the switch to turbocharging (see Page 17), and this week the sports car maker unveiled a 592bhp, all-electric, Tesla Model S-rivalling concept at the Frankfurt Motor Show.

Called the Mission E, the four-door, four-seat saloon shows how Porsche envisions

■ Mission E saloon has 592bhp
■ 80 per cent recharge in 15 mins

“the future of the electric sports car”. And that future could be closer than you think.

At the VW Group’s annual conference in March, a presentation from senior execs revealed Porsche would produce an all-electric saloon – with the Mission E the clearest indication yet of Porsche’s plans. And it could arrive as early as 2017. The

Mission E is a fusion of 918 hypercar aggression and Panamera proportions. It sits incredibly low to the ground at only 1,300mm tall, with the body constructed from a mix of aluminium, steel and carbon fibre-reinforced polymer. The wheels are made out of carbon and measure 21 inches at the front and 22 inches at the rear.

The four-point matrix LED headlamps are a reinterpretation of the cluster design seen on the facelifted 911, while the

918-inspired plunging roofline and sculpted rear haunches are designed to be as aerodynamic as possible. A distinguishing feature of the Mission E are the counter-opening doors, with the absence of a B-pillar allowing for easier access to the cabin.

In terms of performance, Porsche has looked to its Le Mans-winning 919 Hybrid racer for assistance. A new 800-volt drive system, consisting of two electric motors and a powerful battery – which Porsche

OFFICIAL



Mission E concept is a dramatic evolution of current Porsche design



CABIN

Panamera proportions mean seating for four. Driver controls feature innovations that include adaptive and holographic 3D displays



guns for Tesla Model S



POWER
'Porsche Turbo Charging' system allows an 80 per cent recharge in just 15 minutes. Charge port is hidden by moving panel by front wheel



claims is twice as powerful as any other EV system available today – drives the Mission E via all four wheels, developing 592bhp.

Porsche claims 0-62mph in 3.5 seconds for the Mission E, with 0-124mph taking an additional nine seconds. The concept also features four-wheel steering, with Porsche Torque Vectoring automatically distributing power to individual wheels to maximise grip.

Another benefit of the powerful electric drive system is the car's 500km (310-mile) range. That makes it a match for the Model S as well as Audi's e-tron SUV concept, which also debuted at Frankfurt.

Where the Mission E takes the upper hand is with the 'Porsche Turbo Charging' system, allowing an 80 per cent recharge of the batteries in around 15 minutes via the 800-volt port. Porsche claims this is possible because of the lighter, smaller copper cables the Mission E uses for energy transport. As an alternative, the batteries

can also be replenished wirelessly via inductive charging. A panel behind the front wheel of the concept hides the charge port.

But the tech-fest doesn't end there, as inside Porsche has installed eye-tracking and gesture control technology for the operation of the car's major functions.

The dash has also been separated into two distinct sections, with a traditional instrument cluster making way for a floating, 3D digital display. The panel reacts to the driver's movements so the display is always visible and in the driver's line of sight.

A second holographic display extends the length of the dash – showing selectable 3D apps, which can be used to control primary functions such as the navigation, media and climate control. They can be accessed via swiping and pulling hand gestures, while the screen housed in the centre console is used for more detailed information menus.

"Porsche claims 592bhp and 0-62mph in 3.5 seconds for Mission E, with 0-124mph taking another nine seconds"



Aerodynamic efficiency has honed concept's swooping styling



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MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECH-TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TRIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

On the road in new turbo 911

Passenger ride in 414bhp Porsche 911 Carrera S turbo



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AE THE Porsche 911 is one of the world's most iconic performance cars, and is based on a formula that hasn't changed much over the past 50 years. So when there's a tweak in the model range, petrolheads tend to sit up. This latest tweak has got everyone taking note, because the regular 911 line-up is now all turbocharged.

We went to the Hockenheim race track in Germany to get an in-depth look at the tech inside the new car, as well as riding on board to see if turbocharging this Carrera S variant has lost some of the old car's characteristic rasping exhaust note.

We're pleased to say it hasn't. Using turbos to generate extra power can rob a car of its soundtrack, but Porsche has worked hard to keep the 911's trademark noise. On the model we sampled, fitted with a Sports exhaust, the bark from the engine was still intoxicating, even if it had lost a touch of the old car's high-rev zing.

The new-generation 3.0-litre twin-turbo flat-six pumps out 414bhp and 500Nm of torque from as low as 1,700rpm all the way to 5,000rpm. This is 20bhp and 60Nm more than before, and it has a massive effect in a car that weighs just 30kg more than its predecessor.

It feels ferocious off the line and the mid-range shove from those two turbos force-feeding the engine with air is genuinely eye-widening. The boost builds quickly and the engine revs quickly all the way to the 7,500rpm limiter.

FIRST RIDE



EXHAUST
Our car had Sports exhaust, and impressively it sounded as good as ever



Extra power and torque of new turbo engine allow Carrera S to rocket out of corners; interior feels luxurious



Verdict

WE'LL have to reserve full judgement until we get to drive Porsche's new turbocharged 911 Carrera S at the end of the autumn, but the signs are unreservedly positive. Although purists might bemoan the demise of the naturally aspirated flat-six engine, the turbo motor has more power and torque, and improved efficiency. Add in some advanced interior tech, and this 911 has an even bigger breadth of ability than before.

Edge leads Ford's SUV invasion

FORD finally showcased its new Edge SUV in European spec at Frankfurt this week, but the car is only the beginning of an SUV blitz that will see the brand bring five new or updated models to market by 2018.

First up will be the Edge, hitting showrooms at the start of 2016, priced from around £30,000. It's been on sale in the US for one year already, and will rival the Hyundai Santa Fe when it arrives.

Later in the year, the Kuga mid-size SUV will receive the company's SYNC 2 touchscreen infotainment system. The EcoSport will also get further tweaks to improve performance and refinement. In

addition, Ford has announced plans to introduce two all-new offerings to the crossover and SUV classes.

The first will sit above the EcoSport and rival the Mazda CX-3, with Ford promising a rugged yet athletic design.

The second is expected to be more of a traditional 4x4, sitting between the Kuga and Edge in size and based on the Focus platform. It'll likely feature more off-road capability than any current four-wheel-drive Ford, bar the Ranger pick-up, and will appeal to both UK and US markets.

DEBUT

First seen in Frankfurt, Edge is expected in showrooms from the start of next year



JLR reveals £46k Discovery Sport

JAGUAR Land Rover chose the Frankfurt Motor Show to unveil a new flagship version of the Discovery Sport SUV.

The HSE Dynamic Lux (below) will be priced from £46,000, making it the most expensive model in the range.

Exterior enhancements include 20-inch 'Narvik' gloss black alloys, black detailing and body-coloured door cladding. The car also features a new off-road, low-speed cruise control set-up, called All-Terrain Progress Control (ATPC).



"The new Edge is only the beginning of an SUV blitz of five new or updated models"

It's official: DB11 will replace DB9

■ All-new GT to arrive late 2016 ■ First in new wave of Astons



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AE IT was first revealed here last year, but now we can officially and exclusively confirm that Aston Martin's replacement for the DB9 will be called DB11.

Aston Martin CEO Andy Palmer revealed all to Auto Express, while also explaining the reasoning behind the move.

"The current car's 12 years old now," said Palmer, "so arguably we've missed a step."

"DB10 was a concept car that was already agreed for the [next Bond] film. But calling it 10 meant we were always going to skip a generation [for DB9] and call the next one 11. So we decided to call [the Bond car] 10 – up to that point it was DB8, I think."

Our exclusive main image shows how we expect the new car to look, with hints of the DB10 and DBX crossover concept.

Under the bonnet is expected to be a development of the existing Aston Martin V12, possibly with turbocharging for added power and efficiency. However, it's likely that a V8 version could join the line-up, taking advantage of Aston Martin's relationship with Daimler – the German company has a five per cent stake. The latest twin-turbo V8 from the Mercedes-AMG GT is a likely candidate for the new DB11. We've

"Some people say the cars look alike – that's solved in the next generation"

already seen spy shots of the DB11's interior, hinting at an S-Class-style dash display and Mercedes switchgear. A Mercedes-sourced navigation system would also help solve one of the main reasons Palmer cites for people not buying Astons.

"We have the issue with some people saying the cars all look alike – that's solved in the next generation of cars," he said.

"Our VH architecture has been developed. If I took an original VH and showed you a new VH, there's barely a common part on the car, but some people assume it's old. We've got issues with the navigation system, we've got issues with the HMI centre stack. Future cars will benefit from the Daimler electronic architecture."

With Palmer confirming he'll be focusing on DB11 in the fourth quarter of 2016, we'd expect the car to debut at next March's Geneva Motor Show.

DB11

DESIGN

DB11 takes cues from Bond DB10 and the DBX crossover, with sharper lines and swept-back lights



Merc's 'shape shifter'

THESE shadowy images hide Mercedes' Frankfurt Motor Show concept, said to feature active 'shape-shifting' technology to aid the car's aerodynamics at different speeds. We'll have full details next week.



602bhp Huracán blows

THE Lamborghini Huracán Spyder has been unveiled ahead of its launch next spring.

Using the same 602bhp 5.2-litre V10 and four-wheel drive as the coupé, it has an electric soft-top roof that can fold away in 17 seconds at speeds of up to 31mph.

Lamborghini claims the Spyder covers 0-62mph in 3.4 seconds (two-tenths slower than the hard-top) and can hit 201mph.

Setting it apart are movable fins running from the seatbacks to the rear spoiler, and an integrated duct to reduce turbulence. The rear window can also be lowered electrically

so occupants can enjoy the V10 roar. The aluminium and carbon chassis is 40 per cent stiffer than the old Gallardo's, and is said to produce 50 per cent more downforce.

Buyers get a choice of 11 body colours and three roof options, plus 17 interior shades and five trims. The 'Ad Personam' scheme offers extra personalisation options, with five matt exterior colours.

All Spyders have LED headlamps, 20-inch alloys and a new infotainment system. Prices haven't been revealed, but expect a £10,000 premium over the £180,720 Huracán coupé.

EXCLUSIVE IMAGE

Poblete

Our image shows look of DB11, which is set to lead new generation of Astons that will look less alike than current range



4x4 FOR CROSSOVER

DBX will likely come to market with four-wheel drive, probably with electric motors in each wheel

...And DBX could lead family of 4WD Astons

THE electric DBX crossover will play a big part in Aston Martin's future, as CEO Andy Palmer reveals in our exclusive interview on Page 28. But it could also lead to a family of luxurious, sporty crossovers.

Asked if he could see a time when there was more than one crossover in the Aston line-up, Palmer said: "Possibly, yes. But I think first we need to gain credibility. There's already been some uproar that we should step out of the traditional sports car market,

so there has to be a first credible step that underlines, under my stewardship, that we always make the most beautiful cars.

"Does that preclude the possibility of more SUVs? I don't think that does.

"We will always be in that luxury segment, so we also have to be mindful of the debate about how many you can make before it's not exclusive any more."

Palmer also revealed that the DBX will most likely be four-wheel drive. Asked

if that would be the case, he replied:

"Probably. The most important thing is to listen to our customers and provide a car that offers adequate versatility, but it doesn't have to be a Range Rover.

"It's probably not going to be going up and down any mountains, but it might have to pull your boat out of the harbour or drive across a muddy field, so our current assumptions are that it will be a 4x4."

PAGE 28: Andy Palmer's year at Aston

its top

Spyder has movable fins on rear wings; top folds at up to 31mph



New Vauxhall Astra Sport

■ **Stylish new estate revealed**
■ **Same engine options as hatch**



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AE THE new Vauxhall Astra was revealed to the public in June, but we've had to wait a few more months for the more practical Sports Tourer model.

The wraps came off the estate at the Frankfurt Motor Show this week, and it will go on sale next year when it's expected to command a price premium of around £1,000 over the standard hatch.

From the front, the Astra Sports Tourer echoes the design of the hatch, with the same wide chrome grille and LED headlamps, while the sleek bumper and fin-like foglight surrounds have also been adopted.

Viewed in profile, there's a slightly arched sloping roofline, emphasised by the curved window line that dips towards the rear. Both the B and C-pillars have been blacked out, giving the illusion of a large glasshouse, and all cars get a pair of sharp creases in the bodywork. The number plate has been lifted from the bumper to the bootlid, and – as on the hatch – the high-level brake light has been incorporated into the rear spoiler.

Inside, Vauxhall claims the Sports Tourer is more spacious than it was before, thanks to an

“The Sports Tourer echoes the design of the hatch, with same wide grille and LED headlamps”

■ **OFFICIAL**



Hands-free automatic tailgate will be available for the first time on a Vauxhall model



SHARPER
New Astra Sports Tourer features sharp side creases and blacked out B and C-pillars



Arched roofline gives spacious new Astra estate a sporty profile

...As next Meriva spied ahead of 'SUV switch'

AWAY from the Frankfurt Motor Show stand, Vauxhall has already kicked off development on the all-new Meriva, which has been spotted testing for the first time.

Set to arrive in the second half of next year, the supermini-MPV will undergo a dramatic character transformation. Auto Express revealed in Issue 1,343 that the next Meriva will ditch its boxy MPV proportions and join the SUV boom.

It's being dubbed a 'Crossover Utility Vehicle', or CUV, by Vauxhall, and will join the next Zafira in boosting the brand's crossover and SUV ranges from two models to four. The Meriva will also be developed

alongside the next-generation Peugeot 3008, with Vauxhall striking a deal with PSA Peugeot-Citroen to share platform and drivetrain development costs.

Although the Meriva in our spy shots is under heavy disguise, it's clearly grown in size and adopted a more crossover-like profile. We can expect more muscular styling and prominent lines beneath the disguise to help give it a tougher look.

The newcomer is also likely to borrow its range of engines from the new Astra (above), meaning a 1.6-litre four-cylinder Whisper Diesel would be offered, plus three and four-cylinder turbo petrols.

“The supermini-MPV will undergo a dramatic character transformation and join the SUV boom”

STYLING

Our spy shots show that the new Meriva has got a lot bigger than before. More muscular lines are expected

SPIED



CarPix



ts Tourer loads up



additional 26mm of headroom for those in the front and 28mm for those in the rear.

Bootspace has increased, too, from 1,550 litres to 1,630 litres with the 40:20:40 rear split seats folded flat. It's also up to 200kg lighter than the old model to reduce emissions and boost economy.

For the first time on a Vauxhall, buyers will also be able to order a hands-free

automatic tailgate, operated by waving your foot under the rear bumper. The Sports Tourer is also available with side rails, dividing nets and other fastening options in the boot for increased versatility.

Engine options mirror those in the hatchback, and range from 98bhp to 197bhp – including the all-new 1.4 Turbo and 1.6-litre Whisper Diesel. There's no

word yet on whether the estate will get the hatchback's efficient 1.0-litre three-cylinder petrol engine.

Vauxhall's innovative OnStar personal concierge service will be carried over, too, along with 4G connectivity, Apple CarPlay and Android Auto.

Pricing will be announced before the car arrives in showrooms early next year.

news in brief



Cycle-friendly Civic gets Active at show

HONDA was peddling a new bike-friendly Civic Tourer concept at this week's Frankfurt Motor Show.

The Active Life estate (above) debuted features like an aerodynamic roof rack designed to carry helmets, and a smart integrated interior bike rack that makes maintenance easy by sliding the frame outwards. A toolbox, water carrier and front wheel holder are crammed into the 1,668-litre load space – but production hasn't been confirmed.

Lightweight Seven celebrates 20 years

TO celebrate the 20th birthday of its Seven Superlight, Caterham has launched a new Twenty edition.

A limited run of 20 cars will be made, based on the 135bhp 1.6-litre and priced at £29,995 each. They hark back to the original Superlight with a close-ratio gearbox, lightweight flywheel, sport suspension pack and limited-slip diff. There's also bare aluminum and carbon fibre bodywork, plus a carbon interior.

Special Infiniti SUV is a big hit for kit

INFINITI has revealed a fully loaded version of its QX70 SUV at Frankfurt.

The Ultimate edition (below) gets black exterior detailing and a new bumper design, plus 21-inch anthracite alloys and new daytime running lights.

Inside, purple leather stitching and black lacquer finishes help it stand out from the regular model. The QX70 is available with the 3.7-litre V6 petrol or 3.0 V6 diesel engines. Price start at £52,280, and it's on sale in dealers now.



VW lifts lid on red-hot 286bhp GTI



HOT STUFF
Clubsport looks more aggressive than standard GTI, with meaner front splitter and jutting rear wing



VW has revealed full details of its hottest Golf GTI yet – the GTI Clubsport. It's set to arrive at the start of 2016 and will sit just beneath the Golf R as a more track-biased model. Prices start from around £28,000.

It marks the 40th anniversary of the GTI name, and uses a tuned version of the 2.0-litre turbo found in the standard car. Power

has been upped from 217bhp to 261bhp, while an overboost function pushes that to 286bhp for 10-second acceleration bursts. It'll do 0-62mph in 5.9 seconds with the DSG auto, or 6.0 seconds in the manual.

At the front, the most obvious changes are the enlarged honeycomb-style lower air intake, now flanked by two trapezoidal

air ducts beside more prominent brake cooling vents. Black graphics wrap around the lower edge, while gloss door mirrors also feature with a new 19-inch rim design.

Inside, tartan bucket seats, an Alcantara wheel and stainless steel sill plates feature, while red seatbelts and black headlining also separate it from the standard GTI.

Insurers launch campaign to tackle uninsured driver surge

■ **Rise of 10 per cent this year**
■ **Third of uninsured under 30**



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AE CLAIMS for uninsured driving have risen by 10 per cent over the past year, according to the Motor Insurers' Bureau (MIB), which has launched its first national campaign to tackle the issue for three years.

The figures had declined since 2005 when police were granted powers to seize vehicles, halving over the last decade to one million.

But from July 2014 to July 2015, the MIB – which compensates victims of accidents with uninsured drivers – said the number of claims was up 10 per cent. It also said a third of uninsured motorists are aged under 30, with the prohibitive price of young driver policies playing a big part. To stop the

growing numbers, the MIB's campaign features a "Gone in seconds" video to highlight how quickly a car can be picked up by police Automatic Number Plate Recognition (ANPR) cameras and seized.

Ashton West, MIB chief executive, said: "This year we've seen the number of claims rising week on week. Every year, thousands of people are injured and killed by uninsured drivers and, to address this, we are working proactively with police forces across the UK.

"Our biggest concern is getting the message across to under-30s. We know that, for these drivers, a car is an important part of their social life and gives them credibility."

Continuous insurance enforcement (CIE) identifies registered keepers of vehicles

that seem to have no insurance, with more than 4,000 drivers being sent notification letters each day. Failure to act carries a £100 fixed penalty or court prosecution.

Being caught driving without insurance could result in a £300 fine and six penalty points, plus storage and collection fees for a seized car, or the threat of it being crushed.

Ben Howarth, the Association of British Insurers' policy adviser for motor and liability, backed the campaign. He said: "Those motorists who flout the law and drive without insurance are a danger to all other road users. Also through the payments made to their victims, they push up the costs of motor insurance for law-abiding drivers."



Call for young drivers' black box tax break

THE British Insurance Brokers' Association (BIBA) is calling on the Government to give young drivers a tax break for fitting black boxes.

Insurance Premium Tax (IPT) will rise to 9.5 per cent from six per cent on 1 November, meaning a likely hike in premiums as insurers pass the bill on to consumers. For a young driver with a £1,500 policy, that means the element of tax will go up by £50 from £142.

BIBA – along with insurer Ageas – says cost-benefit analysis shows encouraging young drivers to sign up to policies with telematics by giving them relief from IPT could save the economy £500million over seven years.

Graeme Trudgill, BIBA executive director, said: "We think IPT is unfair for young drivers. The revenue lost from IPT would be gained in terms of a lack of spend on health and social matters because of reduction in the number of accidents. Plus, it'd encourage young drivers to take telematic policies."

"Worryingly, this year we have seen the number of claims for uninsured driving rising week on week"



After a decline in claims for uninsured driving since 2005, 2014-2015 has seen an increase

Leon Cross and hotter Cupra take centre stage

SEAT had its hands full at this week's Frankfurt Motor Show, showcasing not one but two new versions of the Leon hatchback.

First up was the Leon Sport Cross Concept, which SEAT refers to as "a performance athlete in high-tech trekking shoes". It blends together crossover styling with a 296bhp 2.0-litre, four-wheel-drive powertrain. SEAT claims it's the fastest Leon ever, thanks to a 0-62mph time of 4.9 seconds, but there is no official word on a production model arriving in showrooms. The ride has been jacked up by 41mm over the standard hatch, with body cladding added to the bumpers and wheelarches.

Alongside the Sport Cross was a new version of the range-topping Leon Cupra, called the 290. Featuring the same 2.0-litre turbo, it benefits from a 10bhp power boost over the 280 model, increasing the total output to 286bhp.



Leon Sport Cross (left) and Cupra 290 starred at Frankfurt





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Fuel consumption in mpg (l/100km) for the Kia Picanto 'SR7' 3-door: Urban 48.7 (5.8), Extra Urban 74.3 (3.8), Combined 62.8 (4.5). CO₂ Emissions are 105g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Picanto 'SR7' between 01/08/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Picanto 'SR7' 3-door 1.0 68bhp 5-speed manual at £9,145 with £700 customer saving. Non offer price £9,845. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 is the Kia Servicing Package that covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



OFFICIAL

Nissan's Z-car SUV lights



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■ **Gripz blends crossover bodywork with classic 240Z styling cues** ■ **Driven by range-extender system**

AE NISSAN used this week's Frankfurt Motor Show to unveil a high-riding 2+2 sports crossover concept called the Gripz. It's infused with some of the brand's famous Z-car DNA, and demonstrates where Nissan – as a pioneer of the crossover segment – could take it next.

The Gripz is shorter than a Juke, but also wider and lower. The manufacturer has said it took a lot of inspiration from racing bicycles, as well as the original

Z-car, the 240Z, which was first revealed at the same show 46 years ago.

The cab-rearward design and cascading roofline give it a whiff of the classic sixties sports car. "We're not trying to be retro, but take inspiration from the past," Giovanni Arroba, the senior creative manager at Nissan, told Auto Express.

Elsewhere, there are clear links to the manufacturer's previous motor show starlets such as the 2020 Vision Gran Turismo and Sway Concept, seen

in the dominant V-motif grille and boomerang LED headlamps. Although there are no official plans for production, the ducktail spoiler and angular body armour panels are part of Nissan's future design direction.

"There was no brief for us to design the next Juke or Z-car; it's only a design study," added Arroba. "Nissan is the leader in the SUV segment. We need to explore how we keep that leadership."

Enormous three-spoke, 22-inch carbon fibre wheels and dramatic scissor doors are



Show car is shorter than a Juke, but wider

likely to remain a concept car fantasy, but Arroba explained that one aim was to make a crossover that "pulls at your emotions. Why can't it be more lustful, an object of beauty?"

Inside, the Gripz has a 2+2 layout, but is "still absolutely a sports car". The seats have

...While leaf gets longer battery life

NISSAN has also fitted its Leaf with a more powerful 30kWh battery that means the electric car can travel up to 155 miles on a charge – 25 per cent further than the 24kWh model.

The updated Leaf (below) starts at £24,490 (including the plug-in grant) and goes on sale in December – the 24kWh car remains on sale at £1,600 less. Other additions include a new infotainment touchscreen and new exterior colour options.



Mazda targets BMW X4 with striking coupé-SUV

MAZDA revealed a stunning new crossover SUV concept at this week's Frankfurt Motor Show, which hints at a production model sitting between the current CX-3 and CX-5. Called the Koeru – Japanese for 'go beyond' – it's billed as a cut-price alternative to premium coupé-SUV models such as the BMW X4.

The sharp front end takes its inspiration from the CX-3, but from the B-pillar back, its rakish coupé-like profile is all-new.

Its side view brings bold creases and a rising shoulderline, while the muscular rear haunches have a premium look.

The sloping rear design is more athletic than the practicality-focused CX-3's. Butch

wheelarches and 21-inch wheels also feature; yet like most crossovers of this type, the focus is on dynamic on-road ability rather than off-road prowess.

Mazda claims outstanding aerodynamics for the Koeru, designed to enhance its stability at high speeds. This suggests that Mazda is considering a hot model to target the Nissan Gripz (above), alongside the familiar range of SkyActiv four-cylinder petrol and diesel engines.

The interior sketch shows a cabin design reflective of the CX-3, although a rising centre console gives a more focused feel. We could expect a production model to appear at some point after 2017.



STYLING
Creative chief
Giovanni
Arroba shows
off wild doors,
which are pure
show stand
flights of fancy



Pete Gibson



up show



INTERIOR
Sporting intent
is clear inside
the Gripz, but
2+2 layout
means the car
is still practical

been fashioned out of synthetic leather, while carbon fibre, exposed metal and aluminium are also used in construction. The three-spoke, retro steering wheel is a nod to the classic 240Z, while the seats and saddle-style centre console are based on those from racing bikes.

The Gripz also takes advantage of Nissan's experience in EV technology, with a Pure Drive e-Power system that uses a petrol engine to power the same electric motor that is found in the Nissan Leaf. This type of hybrid system makes the Gripz a range-extender.



OFFICIAL



Koeru takes cues from the CX-3, including the cabin design and the sharp front end. Coupé profile is all new, though

"Concept is billed as a cut-price alternative to premium coupé-SUVs such as the BMW X4"



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Video watch

WE'VE been to the Frankfurt Motor Show to check out two of its biggest stars. See both at autoexpress.co.uk/videos.

We get up close to new Porsche 911



THE 911 is one of the best-loved sports cars ever, and we took a first look around the new model at this week's Frankfurt Motor Show.

It's set to go on sale in 2016, and Porsche hasn't interfered too much with its classic design. But as suspected, the brand has made the switch to turbocharged engines. Join us for a closer inspection of the eagerly awaited newcomer.

The full lowdown on Bentley's SUV



THE Bentayga is Bentley's first stab at creating an SUV, and is also making waves at the Frankfurt show.

As the world's fastest SUV – and at £160,000, the most expensive – there's plenty to get excited about. Check out our video to get the full lowdown on one of the most exciting new arrivals of 2016.

You can watch any of our videos on your phone. Simply scan this QR code.





Turbo failed on David's Crafter after 37,000 miles in over four years, bringing near-£10k bill

VW fan left fuming by £9,600 van repair bill

■ CASE STUDY Long-time owner rethinking brand loyalty after hugely expensive failed turbo on Crafter

AE Martin Saarinen

HOW far will brand loyalty take owners if and when mechanical troubles get the better of their cars? That's a regular theme to the letters and E-mails we receive.

Long-time Volkswagen customer David Rundel, from Lee, south-east London, got in touch after the turbo blew and destroyed the engine in his 2010 Crafter van.

"I bought the Crafter to use for my business, and as a business we need reliable vehicles," David told Auto Express. "Being without my Crafter for almost three weeks has caused a lot of inconvenience."

David's van – used to deliver sausages to customers for his company – had done just 37,000 miles in four-and-a-half years. "It's disappointing that the turbo failed after such a short stint," he said. "My admiration for VW has taken a huge knock."

When David took his Crafter to his local VW garage in Croydon, it confirmed that he would be faced with a repair bill in excess of £9,600 including VAT. David didn't think this was fair – after all, he'd been using and recommending VWs for a long time.

He said: "My family has driven VWs for years. I got my parents excited over a brand new Golf, which they received two months ago, and told my brother about the new T6, for which he has

TESTING LOYALTY
David's view of the brand has taken a blow after his low-mileage van developed such a serious fault



"David had been using and recommending VWs for years, and felt the repair bill was unfair"

just placed an order." VW offered David 50 per cent towards parts, but that still left him with a repair bill of £5,658.

We believed the offer from VW was good, yet wanted the company to go further because, as David said, the discount was disproportionate to his continued brand

loyalty. We contacted VW, but it wasn't prepared to budge. A spokeswoman told us: "Having reviewed the case again – and bearing in mind that the vehicle was out of warranty when the incident occurred – we can confirm our decision to offer 50 per cent against the cost of the parts is the maximum goodwill we can give Mr Rundel."

"It's always disappointing to hear of customers who aren't happy with their vehicles, but I believe we have done everything we can on this occasion and offered Mr Rundel a fair deal."

David wasn't pleased with the result. "We consumers can't always win," he moaned.



Joe Finnerty

Rising new car sales and falling mileages and trips made by car don't add up

AE THE popular saying goes that "less is more", but two sets of figures suggest more is in fact less in the automotive world.

August saw the 42nd consecutive monthly rise for new car sales, with more motors than ever on our roads. Yet that's directly at odds with figures from the National Travel Survey England, which reveal motorists are doing fewer miles and trips.

Cars accounted for 78 per cent of all distance travelled in 2014, but the number of trips has fallen by 11 per cent in the past 20 years, according to the survey. The average mileage per car has almost halved in little over a decade, too – down from 9,200 miles in 2002 to 5,067 in 2014.

It's perhaps not a huge surprise that mileage has fallen, as austerity has meant motorists simply can't afford to drive due to high fuel costs and insurance premiums. But that also suggests they can't afford new cars.

The more cars, fewer miles sum just doesn't add up. And used value expert Glass's has one possible answer: pre-registration. Its stats show the number of pre-reg cars is up 43 per cent this year, giving a warped image of the market.

By pre-registering cars, dealers are flooding forecourts with models that won't sell for list price, and at the same time depressing used values. Great for second-hand buyers, but dangerous for anyone with a PCP finance deal as their guaranteed minimum future value could be under threat.

Want to confuse things further? The survey says we do fewer miles than ever, yet congestion is hitting record highs. Perhaps less really is more, or maybe all those pre-reg cars are parked in the way...

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@AE_Consumer

"By pre-registering cars, dealers flood forecourts with models that won't sell for their list price"



A3 features SD card-based sat-nav, but Audi still asked reader £250 for update

Further frustration at cost of nav updates

■ **Reader queries £250 charge for Audi A3 software upgrade**

AE Joe Finnerty

HAVING the latest maps loaded on a sat-nav is vital to avoid getting lost, but car manufacturers aren't making it easy for owners to keep their in-car systems up-to-date.

We reported in Issue 1,380 that SEAT Leon ST owner John Tellick was charged more than £200 annually to update his nav.

But it's not just SEAT. David Taylor, from Exeter, was asked for £250 to update the maps on his Audi A3. David said: "You'd have thought with an SD-card-based system it would be simple to remove it, insert it into a PC and log into an Audi website using the vehicle details and download the latest database."

But that's not the case, as owners need to buy a new SD card. David added: "I can only change my 2014 card for a 2015 version, which will already be out of date."

We quizzed Audi, which told us: "The process requires the car to be plugged into the diagnostics equipment. The cost associated with this, and the fact that Audi purchases the mapping data from a third party supplier, dictates the final price to the customer."

Expensive map updates could change in the future, though, after the announcement that Audi, BMW and Daimler paid £2billion for HERE's live mapping software. But Audi said it was "too early to comment on the HERE partnership".



HISTORY CHECKER

Neil Hodson

Managing director at HPI
www.hpicheck.com

■ **ONE in five cars checked by HPI has had at least one number plate change, and this increases to one in two for performance models and hot hatches.**

From first cars to dream cars and from roadsters to 4x4s, it seems British motorists are eager to put their personal stamp on their car with a new plate.

And they're not afraid to spend big bucks, either, with the priciest plate ever – 25 O – sold to a Ferrari dealer by the DVLA for £518,000.

There could be a problem, though. Plate changes could be hiding something sinister. For example, the vehicle may be stolen and hiding behind a legitimate plate applied to conceal its status. This is commonly known as 'car cloning', and is a real issue for car buyers.

Drivers can find themselves out of pocket if they've mistakenly bought a stolen car, as the police can seize it – and the duped buyer has no rights to a refund.

If you're worried that a potential purchase has something to hide, the best course of action is to get a vehicle history check before handing over your hard-earned cash. It'll flag up any hidden past and confirm whether the car has been stolen or written off, or has anything wrong that could come back to haunt you.



Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC New DS 4 revealed

FROM: David Yapp I'M on my second DS 4, and couldn't be more pleased. I love the high driving position and all the technology it comes with. There hasn't been a single mechanical issue, either, and it's cheap to finance and run. I expect nothing less from the new DS 4.

FROM: Def90cars THE new DS 4 will undoubtedly be a good car, but I can't help thinking it will still be a Citroën underneath. Adding styling changes and taking the badges off won't make it a premium model. I think Audi and BMW can sleep safe, for now.



CLASSY

We revealed new DS 4 in Issue 1,386, but readers disagree over its premium credentials

Join the debate at www.autoexpress.co.uk

■ "Sadly, it's still a French car underneath. Nice looking, and I like the SUV version, but an Audi or BMW it isn't." **David Laskey**

■ "The old DS 4 bettered the BMW 1 Series and Audi A3 in various areas. I expect the same for the new one." **shaun34**

■ "My French cars have given me far less trouble and been more comfy than their German counterparts." **Conejito loco**

Dealers unfair on unwanted add-ons

FROM: Clive Parkes I'M getting fed-up with dealers adding extra policies to new cars. I was looking at a new Nissan Qashqai, but walked away when the salesman decided to add a £299 paint protection scheme and GAP insurance worth £399 to the list price without asking me.

Four-year MoT rule for new cars risks safety

FROM: Colin Chadwick MOVING the first MoT for new cars from three to four years (Issue 1,385) is a terrible idea. Monetary savings should not be made at the cost of safety. Too many drivers think the MoT certificate means there is no need to maintain their car during the year.

Drivers should slow for mini-roundabouts

FROM: Jeff Baker MINI-roundabouts are starting to worry me. I see too many drivers whizzing through them without slowing down. I think they're ill-placed in today's road system, and should be re-engineered as crossroads so that drivers start to slow down and check whether it's safe to proceed.

Insignia puts style ahead of practicality

FROM: Dave Melling I THINK Vauxhall overlooked a major flaw with the new Insignia (1,385). The sloping roof seems far too narrow to accommodate adults in the back. Perhaps an Insignia estate will fix this problem. But until then, I would not consider the new Insignia as my next car, no matter how good it looks.

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
Consumer Ombudsman: www.consumer-ombudsman.org
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510

Problems with makers
Motor Codes: 0800 692 0825
Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000



Steve Fowler

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AE TWELVE months ago, Aston Martin shocked the motoring world when it revealed Andy Palmer as its new CEO. Prior to that, Palmer was responsible for much of Nissan's recent success, with models like the Qashqai and Juke, plus he pushed through Nissan's electric car programme and helped bring luxury brand Infiniti to Europe. In recognition of all that, Palmer was named the number one Brit in the inaugural Auto Express Brit List.

However, Aston Martin was still an enormous challenge that Palmer threw himself into wholeheartedly. In just a year, he's made a huge difference with a new four-pillar plan covering sports cars (replacements for the V8, DB9 and Vanquish ranges), luxury saloons (like the Lagonda Taraf, with more planned), SUVs (starting with a crossover previewed by the DBX) and supercars, with rumours of Aston working with Red Bull's F1 designer Adrian Newey.

It's been a busy 12 months. So how has it been for Palmer? Auto Express caught up with him for an exclusive chat to look back at the past year and discuss what the future now holds for the great British brand.

So, Andy, how's year one as the CEO of Aston Martin been?

I knew it was going to be tough, but it's been tougher than I expected. But it's been more fun than I expected, too.

When you arrived in the job on 1 October last year and we met up at the Paris Motor Show, did you have any idea what you'd be able to achieve in year one?

I knew what I wanted to do broadly speaking, but you don't know what levels of capability you're walking into. For example, I didn't know I'd have to go out there and find some cash. I knew there was a plan in place, and I knew I had the authority to change it.

I knew that I wanted to do what would ultimately become the crossover – I knew I didn't want to do an SUV. I kind of knew I wanted to do an electric car, but I didn't know how it was going to fit in. But it's not until you hit the ground and get full disclosure of everything that you really see. I undercalled the complexity of the business and the challenges of the business, which is why I've been so busy.

How much of what we've seen in the past 12 months was in the plan, and how much is new because of you?

If you take things one by one: DBX didn't exist when I turned up, so that was a conversation with Marek [Reichmann, Aston's design director] four days into the job. That was basically me saying: "I want a coming out party with the plan at the Geneva Motor Show."

A key part of the plan, agreed with the shareholders, was that I wanted something to compete in the SUV space. "I want you to do a crossover," I told Marek. "I want it to be a DB above the waistline and an SUV below the waistline – go figure."

The Vulcan was a different car when I arrived; it was very small volume and it was predominantly off the One-77 tub, but what it evolved into was on my watch.

GT12 existed as a concept, but nobody had approved it, so I did little more than look at the financials to just get it done. And Lagonda was out there, but only in the Middle East and we made the decision to turn it into a global car – that was a negotiation with the shareholders.

What's the biggest achievement over the past year?

The one moment that stands out is DBX at Geneva with all the stakeholders behind me, because that's never been



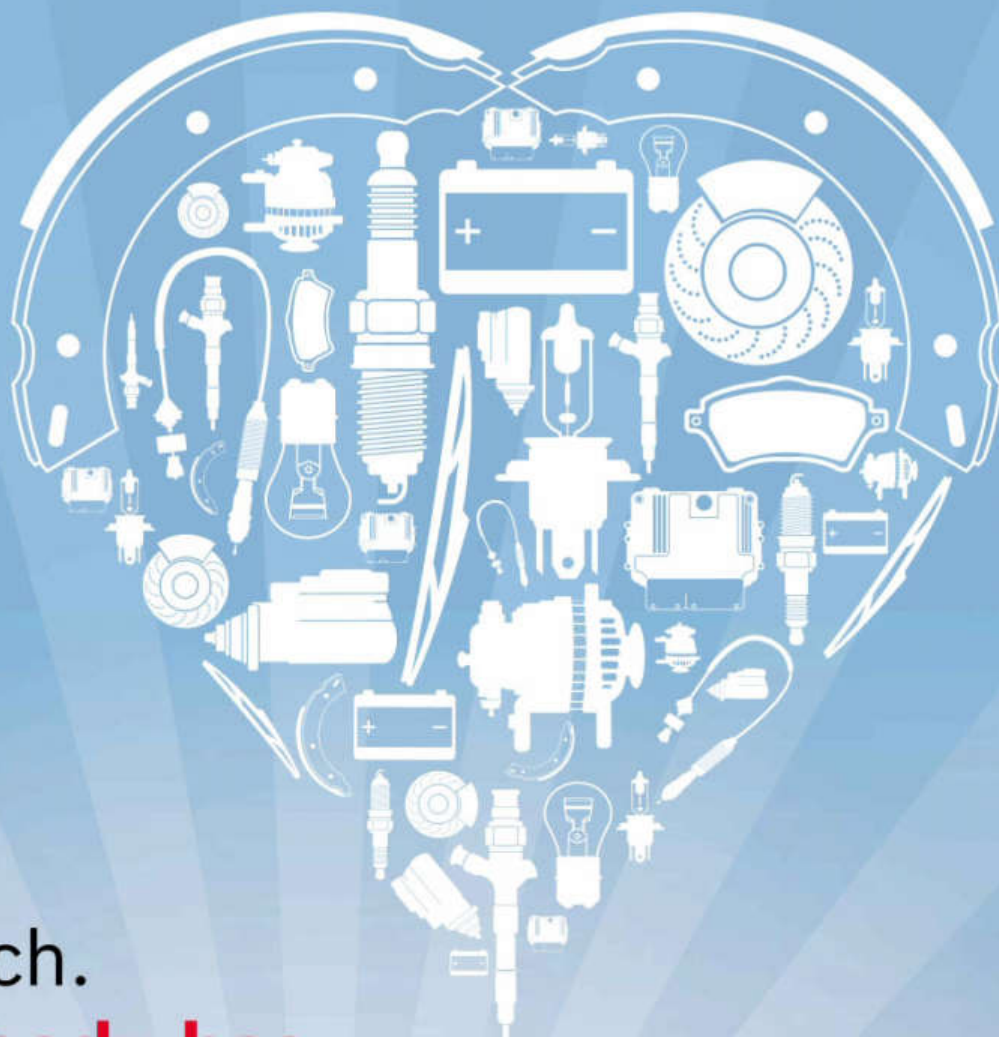


ONE YEAR @ ASTON

12 months after taking over as Aston Martin CEO, Andy Palmer reflects on a hectic year and reveals his future plans in an exclusive interview



Editor-in-chief Steve Fowler gets lowdown on Aston's plans from boss Andy Palmer



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THE BIG HOPE

Projected sales volume means DBX will be firm's most important model



done before. So you had the management team, you had employee representatives, you had suppliers, you had dealers, but most importantly you had the two shareholders stood next to each other. That was important for me as that culminates in the birth of a new mid-term plan, which is basically replacing existing cars and adding three new ones, the shortfall in the money to do that and going out to the City and raising that capital, and basically everybody visibly saying to the world 'we support this plan'. So that's probably the crowning moment.

How difficult was it for you to go out and get that extra funding? Surely it's easy with a brand like Aston Martin?

Yes, but the shareholders we have want to stay as investors of Aston Martin, so it was 'how do we raise the capital without diluting their shareholding?' As you know, we did this through preferred stock, so ultimately, there are investors sitting behind the main investors and there are people who've come in and invested through that.

Is year two going to be easier than year one?

I don't think so – it's very operational. So I'm probably more in my comfort zone; in the first three-quarters of the year it's basically sell what you've got. And then it's the development of the new cars, where the DB11 is key.

You've explained the product plan to us with your four pillars, but who is it Aston Martin is competing with?

"Lagonda was out there, but only in the Middle East. We made the decision to turn it into a global car"

Ourselves – if you look at our brand, it sits in its own space. It's sports and luxury, so it isn't Porsche – that's more focused and at a lower price. From a price perspective it is Ferrari, but I would argue that we're more luxurious and they're much more sporty. It's not Bentley – they're probably more luxurious in some ways, but not as sporty. It's not Rolls for the same reasons, and it's not Lamborghini.

For us in the UK, it's relatively easy for people to know what Aston is, but we've got to make that better known in the US, for example. The analogy I use is always that Aston's a bit like cricket – we understand it, even though nobody ever taught us the rules. But if you go to the US, they know what cricket is, but they don't really get the rules.

Does James Bond help raise Aston awareness globally?

Yes – that's why Bond is so important to us. Everybody knows Aston as Bond's car, and that helps. But we can use Bond to teach people why he drives the car: he's a handsome guy, he's very athletic, he likes to dress well, he likes the good things in life and he's a little bit naughty – those are all the symptoms of what an Aston Martin is. Then we have to start a dialogue beyond Bond to explain

"When you see images of the Bentley Bentayga and Rolls-Royce [SUV], there's nothing else like DBX"

what Aston Martin is, like the craftsmanship – there's only one robot in our factory. It's all that which needs to come through, and it's been a bit lost previously.

On the marketing side, we also have our relationship with Serena Williams – she's really at the top of her game right now. She's a fan of the cars and she's been up to our HQ in Gaydon – and she's huge in the States.

Does it matter where Aston Martins are built?

Aston built the Rapide in Austria for a while, and we're having this debate now as to where we build the DBX. We're asked if we'd build a car somewhere else like Alabama? It's a factor, but I don't think it's as black and white as people imagine. Yes I'd rather build it in the UK, yes I'd rather use the craftsmanship we have but it's not impossible to imagine – we're not doing this for charity, we've got to get a business plan together, and the majority of the customers are in the US or China.

Which is the most important model in Aston's future?

It's got to be DBX – it's the most important in terms of volume. We've all seen the transformation Porsche went through, we're in a different market at a different level, but you saw the effect that Cayenne had. When you look at DBX and you see images of the Bentley Bentayga and the Rolls-Royce [SUV], there's nothing else that exists like DBX.

You talk about your stewardship; how long will that be?

Well, I'm 52... Theoretically, there's a fair runway ahead of me and there's long enough to make a difference. I think we need the continuity, but it starts with this year – we're going to be generating positive free cashflow. That helps us achieve cars like DBX – but what we need is the continuity that enables us to reinvest in new products.

I always wanted to be my own boss, but if we had to be owned by someone else to survive, then so be it. If you were to ask me where I'd like to see the business, I'd like to see it owned by lots of British people and lots and lots of shareholders, independent and profitable.



Audi A4

FIRST DRIVE Audi enters compact exec battle with new levels of comfort, style and quality



Jonathan Burn
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AE “TWELVE million people cannot be wrong,” said Audi boss Rupert Stadler on the subject of the A4 and its spiritual predecessor, the Audi 80. The BMW 3 Series rival is one of the German car giant’s biggest players, with one in every five Audis sold globally being an A4.

Just as well, then, that 90 per cent of this A4 is new, because it arrives in a compact premium market that looks fit to burst, with BMW, Jaguar and Mercedes all in there.

Three petrols and four diesels make up the engine options, with capacity ranging from 1.4 to 3.0 litres and power from 148bhp to 268bhp. Company buyers will be enticed by the fleet of fuel-sipping Ultra models, while performance fans will be pleased to hear that the S and RS variants will arrive earlier in the A4 production cycle than previously.

We drove a 187bhp TDI Ultra that had a six-speed manual box (a 148bhp version with 99g/km of CO₂ is also available). In mid-range Sport trim, our car will set you back £31,000 – slightly more than the equivalent 3 Series but less than the Jaguar XE or Mercedes C-Class. That’s the start of a tit-for-tat battle between all the makers that continues right through the spec sheet, from running costs to performance to practicality.

Where the A4 has the upper hand on efficiency (72.4mpg and 102g/km vs a 320d’s 67.3mpg and 111g/km), the 3 Series hits back with better performance figures. The C-Class pips them both with a fraction more passenger space.

The difference between the four big hitters has never been so small. Where your money goes may simply boil down to image or personal preference, yet if you’re swayed by the ability of your compact executive on the road that decision could have been made significantly easier.

Rather than another attempt at matching the 3 Series for engagement, Audi has softened the A4, made it easier to live with and in the process added the finesse that has long been missing.

You don’t have to drive far to discover the A4’s new, more amenable character. Where the outgoing model felt rigid and compromised, the newcomer is much more refined and forgiving. The MLB platform and more sophisticated fully independent front

Essentials

Audi A4 2.0 TDI 190 Ultra

Price:	£31,000
Engine:	2.0-litre 4cyl turbodiesel
Power:	187bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	7.7 seconds
Top speed:	130mph
Economy:	72.4mpg
CO₂:	102g/km

ON SALE Now



PRACTICALITY There is more space for rear seat passengers than in the BMW 3 Series and Jaguar XE. And the A4’s 480-litre boot capacity matches its closest rivals’



EQUIPMENT Audi’s brilliant Virtual Cockpit instrument display is a £450 optional extra, although every A4 comes with climate control, a seven-inch central screen and cruise control as standard

and rear suspension help absorb bumps without upsetting composure.

Toggle through the Audi Drive Select system and you can tailor the car between Efficient, Comfort and Dynamic set-ups. Our car also had £900 worth of optional adaptive dampers, which remain acceptably supple even in their sportiest setting. The

“Audi has made the new A4 softer, and has given it a finesse that was missing from the old car”

NEED TO KNOW

This new Audi A4 is up to 120kg lighter than before, thanks to lighter engines and a new platform



36 **PASSAT ALLTRACK**
Verdict on new allroad version of Volkswagen's classy family estate.

38 **CONTINENTAL GTC**
Bentley has facelifted its soft-top grand tourer, and we drive V8 S model.

40 **BMW 318i**
Does three-cylinder petrol engine work in new compact exec?

42 **HONDA JAZZ**
New baby promises style as well as practicality. We see if it delivers in UK.



NEED TO KNOW
Cabin is full of high-quality trim and a huge array of tech. Boot is no larger than the old car's, though



All-new A4 is a supremely refined cruiser, and impresses at high motorway speeds



Our car featured £900 adaptive dampers, and body control was good



Company car drivers will be drawn by the new A4's CO₂ emissions of just 102g/km

body control is good, too, which gives the A4 a feeling of stability through fast bends.

There's also plenty of performance to make sure you can get around them. The 0-62mph dash takes just 7.7 seconds, and more impressive still is the overtaking ability because a healthy surge of torque arrives from 1,750rpm. The engine never feels strained or coarse, either.

The steering – a big criticism of the outgoing car – remains light but has much

quicker responses. Although it perhaps isn't as sharp as the set-up in the XE, it's worlds away from the old A4's.

So, too, is the interior. The previous model didn't live up to Audi's high quality standards, but we're pleased to report the new A4's back on form.

The car is also longer and wider than before, but rather than use that extra room to increase boot space – which remains as before at 480 litres – Audi has catered for those in the back. It makes an XE feel claustrophobic and even with the slightly raised middle seat and bulky central tunnel, three adults can sit abreast in the A4.

It's also a real tech fest, with Audi offering adaptive cruise control featuring traffic jam assist that can work at speeds of up to 155mph. Perhaps more impressive is that the system can also control the steering at up to 40mph; it uses radars and ultrasound to read the surrounding area, and can guide the A4 around bends.



AUTO EXPRESS Verdict

AUDI has not only thrown all its know-how and expertise at the new Audi A4, it has also listened to criticisms of the old car. The ride, handling and sheer craftsmanship represent progress that rivals struggle to match. Margins are tight in the compact exec class, but the improvement made by any A4 over its predecessor has never been this great.





Mercedes A-Class

FIRST DRIVE Stylish supermini gets mild facelift and much-improved ride

Performance

0-62mph/top speed
7.5 seconds/140mph



Running costs

67.3mpg (official)
£55 fill-up



Matt Robinson

AE THIS, believe it or not, is the updated Mercedes A-Class. You'll need to look for the diamond-pattern front grille, different rear light clusters, resculpted bumpers and integrated tailpipes in order to spot one, although if it's a diesel model – like this A 220d – the boot badging is a giveaway.

The A-Class has been brought into line with the rest of the Mercedes nomenclature, so the diesels are no longer CDIs but instead bear the 'd' suffix. As the Mercedes has always been a handsome car, the mild alterations do little to spoil its kerb appeal.

The interior also looks little different from the pre-facelift cabin, and it's fine in terms of fit and finish – that awkward, freestanding display screen in the centre of the dash aside. Mercedes claims £1,100 of additional equipment for list price increases of a mere £350, so even

entry-spec SE cars get the firm's Media Interface, 16-inch alloys, a reversing camera, Artico (artificial leather) upholstery and other premium items. Spend another £995, and Sport trim adds 17-inch wheels, a larger eight-inch display, climate control and Dynamic Select, while AMG Line cars (£1,295 on Sport) get 18-inch alloys, AMG bodystyling and lowered suspension.

However, for £595, two-mode selective damping can be fitted on AMG Line, limited Motorsport Edition and A 250 AMG models. This lets you choose between Comfort and Sport modes, although, as it is truly adaptive, the system can vary the settings on the fly according to how the car is being driven.

And it's this that makes the A-Class a more appealing vehicle than it was before. In Comfort mode, the A 220d – which is seen here in Sport trim, but is only available as an AMG Line or Motorsport Edition in the

NEED TO KNOW

New trims include the Mercedes-AMG F1-inspired Motorsport Edition



"In Comfort mode, the A 220d makes a much better fist of soaking up road imperfections before they reach the cabin"

Essentials

Mercedes A 220d AMG Line

Price:	£28,385
Engine:	2.1-litre 4cyl turbodiesel
Power/torque:	175bhp/350Nm
Transmission:	Seven-speed dual-clutch auto, front-wheel drive
0-62mph:	7.5 seconds
Top speed:	140mph
Economy:	67.3mpg
CO₂:	109g/km

ON SALE Now



INTERIOR

Even entry-level SE spec gets Media Interface and reversing camera. Sport trim adds larger LCD and smart motorsport-inspired dials



DESIGN

Styling changes are restricted to redesigned bumpers, tail-lights and integrated exhausts



PRACTICALITY Boot opening is tight, as is depth – Mercedes' 340 litres is smaller than that in rival BMW 1 Series (360 litres), Audi A3 (365 litres) and Volkswagen Golf (380 litres)



EQUIPMENT Sadly, these classy alloys are not available in UK – in fact Sport trim will not be offered with the 220d. But it does come with artificial leather seats and auto climate control



UK – makes a much better fist of soaking up road imperfections before they reach the cabin. There's still an underlying fidgety feel, but overall the Mercedes is more comfortable on craggy roads than it has ever been before. The seats are comfier, too, and aside from wind noise emanating from the A-pillars at speed, the A 220d is a superb motorway cruiser.

It's a shame the 2.1-litre turbodiesel hasn't been updated, though, as it's a louder, coarser unit than rival 2.0-litre engines from Audi and BMW. It's muscular enough, helped by gaining an extra 7bhp to deliver 175bhp between 3,600 and 3,800rpm.

But if you decide to rev it out to 4,000rpm, it becomes extremely vocal and strained. We also saw just 42.8mpg from the A 220d during a relatively unstressed drive, so we'd hope that, as the engine loosens up, the Mercedes might get closer to the brochure's 67.3mpg quote.

Running costs should be impressive, though, as even the automatic-only A 220d sits in Band B for VED, amounting to £20 a

year. Its Benefit in Kind rate is just 19 per cent, but avoid the £1,500 4Matic all-wheel drive – unless you really need it – as that pushes the CO₂ emissions up to 124g/km (Band D, £110 a year) and drops the quoted economy to 58.9mpg.

If you need to cut bills further, Mercedes offers a lower-power 2.1-litre (134bhp) in the A 200d and a 108bhp 1.6-litre turbodiesel for the A 180d. These two are expected to be the best sellers in the range, as the A 180d manual can emit as little as 89g/km of CO₂ with 80.7mpg, while the A 200d automatic on 16-inch wheels emits 99g/km with 74.3mpg.

There's no doubt the A-Class has been improved, and it's now up there with the Audi A3, challenging for class honours. At more than £28,000, the A 220d isn't cheap, but it does feel like a high-quality product in most departments – the noisy 2.1-litre diesel aside. We'd recommend opting for the selective damping (if you go for one of the top-spec cars) as it provides superb ride quality.



Auto Express Verdict

VISUAL updates for the facelifted Mercedes A-Class are minor, with some extra equipment for its relatively high price. But the bigger news is the option of adaptive damping for the first time – plus the fitment of Dynamic Select drive modes across the majority of the range. The variable dampers improve the ride comfort significantly and thus propel the Mercedes among the front-runners in the class, although the 2.1-litre turbodiesel remains unrefined compared to rivals' engines.





Essentials

VW Passat Alltrack

Price:	£30,885
Engine:	2.0-litre 4cyl turbodiesel
Power:	148bhp
Transmission:	Six-speed manual, four-wheel drive
0-62mph:	9.2 seconds
Top speed:	127mph
Economy:	57.6mpg
CO₂:	130g/km

ON SALE Now



EQUIPMENT As well as an increased ride height, the Passat Alltrack gets SUV-style plastic wheelarch extensions, matt-silver trim and underbody protection



PRACTICALITY The beefed-up exterior doesn't impact on space inside, with a roomy 650-litre boot rising to 1,780 litres with the rear seats folded



TOWING Volkswagen is pitching the Alltrack as a tow car, and it has a pulling capacity of 2,200kg. There's a raft of electronics to assist with towing, too

Verdict

THE Alltrack will only account for around five per cent of Passat sales, but it's a great alternative to a full-fat SUV. The estate body means it has bags of space for luggage and passengers, while the 4MOTION system has enough capability for gentle off-roading. At £3,000 more than the Passat GT, it's double the premium you'll pay for a four-wheel-drive Ford Mondeo, but you get rugged looks for your money.



Volkswagen Passat Alltrack

FIRST DRIVE Rugged new estate makes an excellent alternative to an SUV



Dean Gibson

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AE THE new car market is full of niche models, which cater for every taste, and one class with a cult following is the crossover estate. The Passat Alltrack was something of a latecomer to the sector in 2012, but Volkswagen has been quicker off the mark with this all-new model.

As before, the Alltrack features a raised ride height (increased by 28mm over the standard car), grey plastic wheelarch and sill extensions and a host of matt-silver bodywork additions to give it a rugged look.

Under the skin, the metal sump guard has been replaced by a strong, lightweight plastic shield, while VW has added its fifth-generation 4MOTION part-time four-wheel-drive system, which it claims is as responsive in slippery conditions as a permanent set-up.

The Passat's high-quality cabin has been given a bit of a makeover, with part-Alcantara seats and a different trim finish for the dash. Alltrack models are specified to the same level as GT trim, so kit includes adaptive cruise control, sat-nav, front and rear parking sensors and three-zone climate control. The multimedia system adds an off-road mode to show your bearing and height above sea level, but this is a bit of a gimmick.

On the road, the VW's longer suspension travel provides added softness to the ride, but also means the car isn't quite as agile as the standard Passat. Still, it's a sharp performer when compared to rivals, while the Alltrack's motorway ride is improved by the softer damping.

UK-spec models will initially be offered with a 2.0 TDI diesel in two



Otis Clay



High-quality cabin is loaded with kit, while six-speed manual box is a smooth performer

states of tune. The lesser 148bhp model features a smooth six-speed manual gearbox, while the DSG Alltrack gets 187bhp. We tried the former, and thanks to strong mid-range acceleration and plenty of torque, it will be more than capable of towing horse boxes and trailers.

The transmission itself doesn't have a discernible impact on the way the Passat drives. It defaults to front-wheel drive in most situations and there's no shunt as the electronics try to distribute power between the axles; yet on rough roads, the extra grip is a bonus.



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Performance

0-62mph/top speed
4.7 seconds/191mph



Running costs

25.4mpg (official)
£100 fill-up



Essentials

Bentley Continental GTC

Price: £164,800

Engine: 4.0-litre V8 twin turbo

Power/torque: 520bhp/680Nm

Transmission: Eight-speed auto, four-wheel drive

0-62mph: 4.7 seconds

Top speed: 191mph

Economy: 25.4mpg

CO₂: 254g/km

ON SALE Now

Bentley Continental GTC

FIRST DRIVE Revamped luxury convertible still exudes plenty of class

Mat Watson
Mat_Watson@dennis.co.uk
@mat_watson

AE BENTLEY has given its Continental GTC a mild facelift, with modest changes inside and out. Exterior updates include a reshaped lower front bumper, ensuring all V8 and W12 models have a consistent look.

Plus, the grille surround is thinner and there are new flying B badges on the wings. Bentley has also revised the wheel choices, adding 21-inch rims with 'directional' spokes.

At the rear, the integrated boot lip spoiler is more pronounced, there's a chrome strip that runs the width of the car and the V8 models now feature a rear diffuser. To top it all off, there's also a load of new colours.

Inside, there's narrower seat fluting, revised dials and a new Breitling clock. The eight-speed auto's shift paddles have grown and been given a grippy knurling effect, too.

Yet as they're mounted to the steering column rather than the wheel, they're not quite as easy to use as rival set-ups.

New interior options include a sports steering wheel and super-soft



Breitling clock on dashboard and revised dials keep Bentley's classy cabin looking fresh

semi Aniline leather. You can also order the car with a WiFi hot spot, which can connect up to eight mobile devices. It may be pricier than an Apple iPhone, at £845, yet it's still one of the more 'affordable' extras.

If only the brand had used this facelift to update the GTC's infotainment and digital display. Sister company Audi puts Bentley to shame with

its high-definition screens in far less expensive cars. Still, this is the only detraction from what is a beautifully designed and superbly hand-crafted interior.

Under the skin, the W12 gets extra power, but the V8 S remains as it was, with the 4.0-litre twin turbo in our test car pumping out the same 520bhp and 680Nm of torque as before. Even so, the all-wheel-drive system means you can put that entire grunt down with ease even in wet conditions.

While whisper-quiet when cruising, the V8 sounds like a World War Two fighter plane under hard acceleration. Is it more charismatic than the seismic rumble of the slightly punchier W12's 6.0-litre? Well, that's a matter of personal opinion.

The Continental has no rivals until the Mercedes S-Class Convertible arrives early next year. But even then, its hand-built craftsmanship and heritage will still appeal.



STYLING Flying B badges on the Continental GTC's wings look the part, while the car's grille surround has been made thinner than before



ROOF With the top down, you can really enjoy the V8's thunderous soundtrack under hard acceleration. It's beautifully refined at a cruise, as well

Auto Express Verdict

CHANGES to the Bentley Continental GTC V8 S may be merely cosmetic, but they do subtly enhance the car's visual appeal. There are no changes to the way it drives, yet despite this, it's still an impressively capable and enjoyable car for long-distance journeys. Plus, with the roof down, you can enjoy the aural delights of the V8 engine completely unobstructed, although the W12 is arguably an even more unique choice.



More pronounced boot lip spoiler is new, as are 21-inch alloys with 'directional' spokes





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Otis Clay

BMW 318i

Running costs

51.4mpg (official)
£65 fill-up



Performance

0-62mph/top speed
8.9 seconds/130mph



FIRST DRIVE Three-cylinder petrol is a welcome addition to 3 Series range



James Batchelor

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AE THE BMW 3 Series has sat atop the compact executive pile for a long time, but it has recently had its dominance eroded by new rivals from Jaguar and Audi. This threat seemed even stronger after we were far from wowed by the range-topping six-cylinder 340i model.

That changed earlier this month, though, after we got behind the wheel of the popular 320d (Issue 1,386) – the 3 Series that has long been Britain's favourite. This time around, it seemed as though BMW had come good on its promise of improved ride quality and driver fun. However, while the 320d might be the sweet spot of the range, what's life like for those who want the 3 Series badge and a small petrol engine?

BMW has brought back the 318i name for the entry-level petrol 3 Series, which has a 1.5-litre three-cylinder turbo. It's the same engine that's in the 2 Series Active Tourer and MINI Cooper.

Three-cylinder power could seem like a rather strange concept, especially in a car that has a reputation for its tax-friendly



four-cylinder diesels and straight-six petrols, but BMW has made a success of it.

There's 134bhp and 220Nm of torque – and the engine is a smooth operator. It's also quiet, with only a slight thrum as peak power kicks in at 4,000rpm. BMW quotes a 0-62mph time of 8.9 seconds, but you have to work it hard to get close to that.

Unsurprisingly, compared with the 320d, the 318i needs to be kept in a lower gear

under acceleration, with plenty of revs to make decent progress. That also brings with it vibrations through the pedals – something that also occurs when the stop/start system disengages.

This three-cylinder model can only be had with a six-speed manual gearbox, which has a positive shift action but requires a firm hand. CO₂ emissions of 129g/km also slot it into the 19 per cent Benefit-In-Kind bracket – so it's a potential winner for company car users. However, you'll struggle to match the official 51.4mpg – over 1,200 miles, we barely saw more than 39mpg.

Aside from the new engine, BMW has fettled the rest of the car with tweaked suspension and new steering. Our 318i came with the optional £85 Servotronic set-up, which makes the steering heavy at high speeds and light at low speeds. However, we found that it blunts the natural feel you get without it.

New three-cylinder engine thrums away quietly at speed



Essentials

BMW 318i Sport

Price:	£25,275
Engine:	1.5-litre 3cyl turbo
Power:	134bhp
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	8.9 seconds
Top speed:	130mph
Economy:	51.4mpg
CO ₂ :	129g/km

ON SALE Now



EQUIPMENT BMW's brilliant iDrive set-up controls the navigation system, which is fitted as standard, as are cruise control and air-conditioning



PRACTICALITY Space in the back is on a par with that on offer in the Jaguar XE, but the larger windows in the BMW make it feel more spacious



BOOT At 480 litres, luggage space is a match for the Audi A4 and Mercedes C-Class; the boot in the Touring estate model is larger, but by only 15 litres



Verdict

BMW's jump on to the three-cylinder bandwagon is a success. Even as an entry-point into the 3 Series range, the tiny 1.5-litre turbo doesn't detract from the model's core values of being a premium product that's also great to drive. For most, the 320d still represents the best all-round package, but if you fancy a petrol-powered BMW, the 318i makes a strong case for your cash.



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PEUGEOT 308

MOTION & EMOTION



PEUGEOT

New cars



Steve Fowler

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AE THERE'S always been lots to love about the Honda Jazz. Owners rave about its reliability and how easy it is to live with, but it's always been a car that's bought more with the head than the heart.

The new model is aiming to change that with a more stylish look, plenty of tech and the promise of a better drive – and this is the first time we've driven the car in Britain.

The quality of UK roads is one thing the old model used to struggle with. Previous Jazzes were – to put it very politely – a little bit lacking in the ride department. In fact, in some cases we've wondered if the suspension was made of wood.

Not any more. The new model doesn't exactly flow over bumps with the comfort of a VW Polo, but it won't have you wincing as you hit a pothole. There's a degree more feedback to the steering, too – although the Jazz is far from sporting, especially in the version we drove with the CVT gearbox.

It wasn't the noise of the engine working with a continuously variable transmission that bothered us – to be fair, it's not noisy, just different. No, it's the slow response that might irk slightly. If you're happy to pootle about, you'll be just fine; it's an ideal ebb-and-flow commuter car – comfortable and quiet. But when we had four people on board and a steepish hill to climb, there was plenty of time for a decent chat before we reached the top.

A sport mode in the gearbox doesn't help, and this car has possibly the most pointless shift paddles we've ever come across. We reckon the best pairing for the 1.3-litre petrol engine (the only choice thus far) would be the six-speed manual.

So, the Jazz isn't exactly fun to drive, but then it doesn't have to be. Those four occupants we mentioned earlier



Honda Jazz

FIRST UK DRIVE New supermini hopes to be a car you can buy with heart



NEED TO KNOW

Opt for the CVT auto box and you'll pay an extra £1,100, although fuel consumption will go up and emissions will go down

Essentials

Honda Jazz 1.3 EX Navi CVT

Price:	£17,425
Engine:	1.3-litre 4cyl petrol
Power:	101bhp
Transmission:	Continuously variable automatic, front-wheel drive
0-60mph:	12.3 seconds
Top speed:	113mph
Economy:	57.6mpg
CO₂:	114g/km

ON SALE Now



TOUCHSCREEN Large seven-inch screen can be upgraded with Garmin sat-nav for £610. It looks great, but isn't intuitive to use and the small graphics can be hard to hit on the move



PRACTICALITY Jazz is a very easy car to live with and well thought out. Low boot opening helps with loading and rear seats fold totally flat to leave an enormous space



Sharper styling with the updated family face gives new model a more stylish look. There are brighter paint options, too



Jazz now rides comfortably with improved steering, although it's far from sporty

have loads of space to stretch out in, while the interior is cleverer than a whole team of University Challenge contestants.

It's no wonder Jazz owners are such a contented bunch. The doors open wide and aren't too heavy, but still have a quality feel. And the boot is easy to get stuff into thanks to a low load lip.

Then there are the Magic Seats. Not only do they fold low and flat (upping capacity from a decent 354 litres to an excellent 1,314 litres), the bases flip up theatre-style to give you a space that we managed to get a bike into – you wouldn't expect that in a supermini.

There are handy trays and cup-holders for driver and front passenger to take advantage of, while the whole interior feels light and airy. Visibility is good, too.

There's also a welcome dash of style inside. Some of the plastics might lack the luxury touch you'll get in a Polo, but then there's a far more interesting design to look at – including, in SE models and above, a fancy seven-inch touchscreen.

However, it's not the most intuitive system to use, with small graphics to touch meaning you might phone the wrong person. Still, it cleverly mirrors what you see on your

Android phone (not iPhone) and there's a selection of Honda apps to download.

The tech doesn't stop at connectivity, as the Jazz comes with plenty of safety kit, too. The entry-level S model at £13,495 has autonomous emergency braking, while an extra £1,100 gets you the SE model with lane departure warning, traffic sign recognition and automatic high beam activation. Another £1,200 turns the Honda into a little luxury car with the EX model, while Garmin navigation can be added for £610 in EX and SE versions (although you could ask why it costs so much when the screen's already there and the most expensive Garmin standalone unit costs half that).

And price is a bit of an issue for the Jazz. Good though it undoubtedly is, premium pricing may hinder it. Our fully loaded EX Navi model costs an eye-watering £17,425 – a lot of money for a supermini, even one as clever as this.

Efficiency is okay, but not worth shouting about from the rooftops. Honda claims 55mpg economy, although that improves by a couple of mpg with the CVT. Emissions range from 106-120g/km depending on trim level and gearbox.

Performance

0-62mph/top speed
12.3 seconds/113mph



Running costs

57.6mpg (official)
£45 fill-up



rt and head



Rear doors open wide, while space is superb and clever back seats flip up



Auto Express Verdict

THERE are now more reasons to consider a Jazz other than reliability and space. You can decide whether the new look – and new colours – float your boat, but the more comfortable and relaxed drive and lashings of new technology combine well with the clever interior to make this car really appealing. However, it's pricey, while rival superminis boast better efficiency. And although this CVT model will take you marginally further on every litre of fuel, it'll only do it slowly. Unless gentle progress is okay with you, we'd go for the six-speed manual version rather than the auto.





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Nathan Morgan

Essentials

Mercedes-AMG S 65 Coupé

Price:	£183,075
Engine:	6.0-litre 12cyl twin-turbo
Power/torque:	621bhp/1,000Nm
Transmission:	Seven-speed auto, rear-wheel drive
0-62mph:	4.1 seconds
Top speed:	186mph
Economy:	23.7mpg
CO ₂ :	279g/km

ON SALE Now



PRACTICALITY There's enough adjustment in the front two seats to free up sufficient space for rear passengers, but it's still a tight fit



TECHNOLOGY 12.3-inch digital display shows off the big Mercedes' array of tech, such as the 360-degree camera and Magic Body Control



EQUIPMENT Not short on kit, the S 65 comes with all the trimmings, including 20-inch alloys, crystal headlights and a 24-speaker stereo

Mercedes-AMG S 65 Coupé

Running costs

23.7mpg (official)
£87 fill-up



FIRST DRIVE Immense pace, tech and exclusivity come at a huge price



Sean Carson

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EXCLUSIVITY is important at the sharp end of the luxury car market. Price isn't as big a concern as image to super-wealthy individuals, so if you've got money (and tyres) to burn and want a big two-door coupé with seemingly limitless power and plenty of prestige, the £183,075 Mercedes-AMG S65 Coupé hits the nail square on the head.

Under the long, sleek bonnet is a hand-built twin-turbo 6.0-litre V12. It pumps out a healthy 621bhp with a deep, muted rumble – but what's even more jaw-dropping is the 1,000Nm of torque. It'll officially sprint from 0-62mph in 4.1 seconds and hit a limited top speed of 186mph – a dazzling turn of speed for a four-seat coupé weighing in at 2,185kg, but what's even more impressive is its in-gear acceleration.

All that torque washes over you in a smooth wave, delivering an effortless surge even from as low as 1,200rpm. But in anything other than bone-dry conditions the Mercedes struggles to put its considerable



output down cleanly, with the ESP cutting in effectively to stop wheelspin.

Driving the rear wheels through a seven-speed automatic gearbox, it slurs shifts nicely in Comfort and Sport modes, but you can also choose the manual setting and flick up and down the box using the steering

wheel-mounted paddles. It's less responsive here, with a bit of a pause between pulling the paddle and a gearchange.

As you'd expect from a big Mercedes, the ride is supple and forgiving. Magic Body Control comes as standard and uses a camera to scan the road ahead for bumps, picking up any road imperfections and tuning the adaptive air-suspension ahead of impact. It means the S-Class Coupé's body floats over ground where other big coupés might struggle to control their weight. Press too hard, however, and you'll eventually find that the Mercedes runs out of composure and wallows around unnervingly.

But the S65 isn't a sports car, it's a hi-tech, luxury cruiser with a huge price tag. The sumptuously trimmed interior includes features such as sat-nav, climate control and a 360-degree camera, with ventilated and massaging seats, a digital TV and in-car Internet access rounding off the highlights.



Acceleration and top speed impress in a car of this size, but composure ultimately suffers

Verdict

RIDICULOUS pace and effortless cruising ability, thanks to the S 65 Coupé's imperious refinement, mean this sleek two-door serves up plenty of style and speed. It's exclusive, too, but at £57,470 more than the V8 turbo S 63 Coupé – which offers 95 per cent of this car's performance and status – it seems incredibly pricey. For those who can afford it, however, it probably won't matter.





Mazda 2 Sport Black

FIRST DRIVE Special edition of fun hatch is a hit for kit



Richard Ingram

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AE THE Mazda 2 won us over earlier this year with its free-revving, naturally aspirated petrol engine, so much so that we gave it a commendation in the 2015 Auto Express New Car Awards.

Now, Mazda has launched a Sport Black special edition, which comes complete with gloss-black detailing and a raft of extra kit.

Oddly, you can't actually order your Sport Black in black, only red or white – the name simply refers to the gloss-black front and rear spoilers and unique side skirts. In addition, the Sport Black features 16-inch Gunmetal alloy wheels and a chrome exhaust pipe.

It's also crammed with kit, and, with the exception of climate control, comes with all of the equipment from a top-spec Sport Nav model. That means a seven-inch colour display featuring sat-nav, Bluetooth and DAB, as well as parking sensors as standard.

However, the 'Kodo' graphics that run from the front wing to the tail-lights on the special edition car will set you back another £185, while the decals at the bottom of the doors cost an extra £149. The black mirrors are optional, too, adding £59.

The Sport Black is only available with the 89bhp 1.5-litre petrol engine, but don't let that put you off. The Mazda is great fun to drive, feeling nippy around town yet refined on faster A-roads.

As with all versions of the 2, the ride is a little firm – especially on these 16-inch wheels – but the reward is a sporty feel that isn't a million miles from the acclaimed MX-5 roadster. It's got a sweet, short-throw five-speed manual gearbox, too, along with direct steering.

Only the Ford Fiesta is better on a back road, but few other rivals can match the Mazda's playful nature.



Mazda 2 Sport Black

Price:	£15,395
Engine:	1.5-litre 4cyl petrol
Power:	89bhp
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	9.4 seconds
Top speed:	114mph
Economy:	62.8mpg
CO₂:	105g/km

ON SALE Now

NEED TO KNOW

The 1.5-litre petrol engine in the Sport Black is a detuned version of the unit that powers the MX-5



Verdict

THE Mazda 2 Sport Black special edition costs exactly the same as a top-spec Sport Nav model, plus you get plenty of sporty trim extensions thrown in. The sacrifice is that you have to make do with manual air-con, whereas the Sport Nav gets climate control. Yet if you like the look of the Black – and many younger drivers will – then this special edition model actually represents pretty decent value for money.



Coming soon

Automeia



AUDI Q1 2016

Audi's smallest SUV yet arrives next year. The Nissan Juke-sized SUV could also spawn a hot SQ1 model.

SUPERMINIS

Ford Ka	2016
Ford Fiesta	2017
Kia Rio	2018
Renault Twingo GT	2016
Renault 5	late 2017
SEAT Ibiza	2017
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017
Suzuki Baleno	2016
Volkswagen Polo	2017

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2016
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
DS 4 Crossback	2016
Honda Civic	2017
Honda FCEV	mid 2015
Infiniti Q30	October
Kia Optima facelift	late 2015
Kia Sportage	2016
Jaguar XE Sportbrake	2016
Mazda large SUV	2017
MG5	2020
MINI Clubman	late 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2017
Renault Mégane	mid 2016
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
Vauxhall Insignia	2017
VW Beetle Dune	late 2015
VW Golf CC	2016

SPORTS CARS

Abarth 124 Spider	2017
Abarth 500X	2017
Alfa 4C Stradale	2016
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	2016
BMW M4 GTS	2016
Caterham sports car	2016
Ferrari F12 Speciale	2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	2016
Honda NSX Type R	2017
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570 S	late 2015
McLaren 540 C	2016
Mercedes C-Class Coupé	2016
Mercedes C 450 AMG Sport	2016
Mercedes C63 AMG Coupe	2016
MG TF replacement	2020
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Peugeot 408 GT	2018
Porsche 961	2017

Porsche Pajun	2018
Renault Alpine	2016
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2017
VW Golf GTI Clubsport	2016
VW Scirocco GTS	2016

SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2018
Audi Q8	2020
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	late 2015
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2018
Kia Niro	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLS	early 2016
MG GS	2016
Peugeot 3008	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	late 2015
Porsche Macan GTS	late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Alaskan pick-up	2016
Renault Kwid	2016
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017

PEOPLE MOVERS

Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015

CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	2016
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2016
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

Audi A8	2017
BMW 5 Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Lexus GS	2016
Mercedes E-Class	2016
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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Fashion parade

**We pitch Mercedes' trendy
new coupé-SUV against
established rivals from
BMW and Range Rover**

Pictures: Otis Clay
Location: Longcross Proving Ground,
Chobham, Surrey

AE IF you want to get noticed in the crowded premium SUV class, you've got to be daring. This explains the arrival of the bold Mercedes GLE Coupé, which mixes SUV underpinnings with a five-door coupé-style body.

First seen at the Detroit Motor Show earlier this year, the newcomer uses the same underpinnings as the standard GLE, which can trace its roots back to the M-Class SUV that made its debut in 2012.

Yet while the mechanicals are familiar, the GLE promises to offer a mixture of upmarket desirability

and family-friendly practicality, with a reasonable sprinkling of off-road ability thrown in as well.

This unlikely combination of talents was initially pioneered by the BMW X6 in 2008, and the second-generation high-riding coupé offers more pace, efficiency and sharper dynamics than ever. It's also well equipped and attractively priced.

The Range Rover Sport can't match the Mercedes and BMW for swoopy styling, but it's handsome, practical, good to drive and comes with an unrivalled image.

66 LIVING WITH AN... AUDI RS3 SPORTBACK

Our man gets keys to 361bhp hot hatch – and realises boyhood dream.



68 LIVING WITH A... SUZUKI VITARA

Busy time for crossover as it proves splash hit on family boating holiday.



“You’ve got to be more than a little bit daring if you want to stand out from the crowd in the premium SUV class”



Mercedes GLE Coupé 350d

Price: £60,680 **Engine:** 3.0-litre V6 turbodiesel, 255bhp
0-60mph: 7.1 seconds **Test economy:** 32.1mpg/7.1mpl
CO₂: 187g/km **Annual road tax:** £265



BMW X6 xDrive30d

Price: £56,315 **Engine:** 3.0-litre 6cyl turbodiesel, 255bhp
0-60mph: 6.3 seconds **Test economy:** 32.8mpg/7.2mpl
CO₂: 159g/km **Annual road tax:** £180



Range Rover Sport 3.0 SDV6

Price: £61,950 **Engine:** 3.0-litre V6 turbodiesel, 302bhp
0-60mph: 7.5 seconds **Test economy:** 30.7mpg/6.8mpl
CO₂: 185g/km **Annual road tax:** £265

MODEL TESTED: Mercedes GLE Coupé 350d AMG Line

PRICE: £60,680 **ENGINE:** 3.0-litre V6 turbodiesel, 255bhp

AE LIKE arch rivals Audi and BMW, Mercedes has spent the past few years launching a whole host of niche models to attract new buyers. The latest is the GLE Coupé, which combines sleek styling with the rugged underpinnings of the standard GLE SUV. There are two petrol engines to choose from, plus the 350d diesel that we're testing here in sporty £60,680 AMG Line trim.

Styling 3.7/5

PARK the Mercedes next to the X6, and it's immediately apparent where the GLE Coupé's designers got their inspiration from, because the two cars are virtually identical in profile. They also have similarly high-set tails and wide rear tracks.

At the front, the Mercedes has a wide grille featuring a big three-pointed star, swept-back headlamps and discreet power bulges set into the bonnet. The rear of the GLE Coupé has clearly been influenced by that of the AMG GT sports car, with a pair of long and thin tail-lamps separated by a strip of silver trim. AMG Line cars also benefit from 21-inch alloys, a subtle bodykit and extra chrome.

Buyers wanting even more visual drama can specify the £495 Night Package, which adds a black finish to the wheels, radiator grille, window surrounds, door mirror housings and front and rear skid plates. Nonetheless, the styling isn't a complete success; it looks both bulky and bulbous.

While the GLE Coupé apes the X6 on the outside, it goes its own way inside. There are plenty of familiar Mercedes touches, such as the high-set, tablet-style infotainment screen, the COMAND rotary controller and the column-mounted gearlever.

The layout isn't as driver-focused as the BMW's, but it's all easy enough to use and the quality is good. Soft-touch materials are used throughout, while AMG Line cars get Nappa leather seats, brushed aluminium trim inserts and a chunky leather steering wheel. Other desirable additions include heated seats, sat-nav, a DAB radio and ambient lighting.

Like its rivals, the Mercedes has a wide range of seat and wheel adjustment, so getting comfortable is easy, while the raised ride height offers a good view of the road. However, the sloping roofline adversely affects the rearward view, so it's just as well parking sensors and a reversing camera come as standard.

Driving 2.9/5

THE GLE Coupé is a relaxed and refined cruiser that encourages you to take it easy rather than hurry. There's very little wind and road noise, which is impressive given the car's wide 325-section rear tyres. Elsewhere, the 3.0-litre V6 is hushed at low to medium revs, while the nine-speed transmission smoothly slurs gearchanges.

Despite its hefty 2,250kg kerbweight, the GLE Coupé is a strong performer; against our timing gear it covered the 0-60mph dash in 7.1 seconds – four-tenths faster than the Range Rover Sport. It also matched the Brit during our in-gear assessments, with its 620Nm of torque giving it effortless pace. And while the brake pedal on our test car felt mushy and had a long travel, there was no doubting the sheer effectiveness of the all disc set-up as it stopped the car from 70mph in an impressively short 48.5 metres. The lighter BMW needed 47.0 metres.

Turn into a corner, and initial impressions are positive. The Mercedes' steering is direct

Testers' notes

"The GLE has muscular performance and a slick nine-speed gearbox, but the rest of the driving experience feels half-baked. Try to drive the car with the sort of enthusiasm that its AMG badge suggests it's capable of, and the suspension quickly loses composure. None of these cars is ever going to replace a sports car, but the GLE is simply out of its depth on a twisty road – it feels like the development has been rushed."



James Disdale Road test editor

and reasonably weighted, while the 4MATIC all-wheel drive delivers strong traction.

With the standard air-suspension in Comfort mode, the GLE Coupé's body rolls a fair bit in corners. Selecting Sport stiffens the springs and dampers to reduce movement, but it still isn't entirely a success because when you push a little harder the GLE Coupé quickly loses composure. Its nose washes wide in tighter bends, while mid-corner bumps easily upset the car's balance as the suspension struggles to contain its mass. This issue is compounded by an erratic stability control system that intervenes far less smoothly than those on the X6 and Range Rover.

The Mercedes also suffers from an inconsistent ride quality. Big, smooth-surfaced bumps are ironed out nicely, but potholes and expansion joints send a violent shudder through the cabin, while smaller, high-frequency bumps cause the car to fidget.

Ownership 3.8/5

MERCEDES has always traded on an image of solid build quality and dependability, but the reality is a little different. For starters, the brand finished a lowly 21st in our Driver Power 2015 satisfaction survey, and while its dealer network performed better, 11th place is nothing to write home about. Still, our GLE Coupé felt robustly built. Outside, it had tight panel gaps and glossy, deep paint, while the interior was faultlessly finished using top-notch materials.

There are no black marks when it comes to safety, either, with all GLE models getting six airbags, autonomous emergency braking, traffic-sign recognition and a driver-tiredness monitor. You can also specify the £1,695 Driving Assistance Plus pack that includes lane-departure warning, blind-spot monitoring and adaptive cruise control.

Running costs 3.1/5

AT £60,680, the GLE Coupé's price falls between those of its rivals, yet in almost every other respect it's the dearest car to run. CO₂ emissions of 187g/km are the highest here, which makes the Mercedes a pricier company car than the BMW and only a little cheaper than the Range Rover. Higher-rate earners will face an annual Benefit in Kind bill of £8,419, which is an eye-watering premium of £1,914 over the X6. We also recorded 32.1mpg on test, although the big 93-litre tank gives the car a long range.

It's not all bad, though, because our experts have calculated that the GLE will retain 48.3 per cent of its value over three years. That's slightly better than the X6, albeit not as impressive as the Range Rover.



Handling

IT'S best to take things easy in the GLE Coupé – press on, and the suspension struggles to control its mass

Mercedes





Wheels

THE GLE Coupé wears vast 21-inch alloys that are shod in wide 325-section rubber at the rear. Despite this, road noise never becomes an issue at any speed

GLE Coupé



CO₂/tax
187g/km
£265 or 35%



Practicality
Boot (seats up/down)
650/1,720 litres



Performance
0-60/30-70mph
7.1/7.2 seconds



Braking
70-0/60-0/30-0mph
48.5/37.3/9.2m



Running costs
32.1mpg (on test)
£102 fill-up



Cabin

EVERYTHING is well laid out and feels suitably robust. The sloping roofline means you have to duck getting into and out of the rear seats

Practicality 4.0/5

THE Mercedes is evenly matched with the BMW for interior space. There's plenty of room for passengers in the rear, with decent leg and headroom despite the sloping, coupé-style roofline. Storage isn't an issue, either, thanks to the large glovebox and door bins, lidded central cubby and numerous cup-holders.

Locating the boot release is a little tricky – it's hidden down by the rear number plate – but once the vast, powered tailgate opens, you'll discover a large, 650-litre carrying capacity. And like in the BMW, there's also a deep storage area beneath the boot floor. Unfortunately, the GLE also suffers from the same high load lip as the X6, which means you'll struggle to load heavier items.

Testers' notes

"The GLE is surprisingly capable in the rough. Standard air-suspension can be raised to increase ground clearance, plus there's hill descent control and a special traction control setting for slippery surfaces."



Dean Gibson Dep. road test editor

MODEL TESTED: BMW X6 xDrive30d M Sport

PRICE: £56,315 **ENGINE:** 3.0-litre 6cyl turbodiesel, 255bhp

AE THERE are no prizes for guessing which car influenced the Mercedes GLE Coupé. BMW introduced the original X6 as a 'Sports Activity Vehicle' in the middle of a global recession in 2008, but the upmarket coupé-SUV still sold well. The second-generation model was launched earlier this year, and we test it here in £56,315 M Sport guise.

Styling 3.9/5

IMAGE is a huge part of the premium SUV class, and cars like the X6 cater for this demand. Clearly, BMW has hit on a winning formula with its high-riding coupé, because it has been aped by the new GLE Coupé. There's the same sloping roofline, steeply raked tailgate and side window outline.

Our M Sport test car gets a chunky bodykit and extra detailing. At the front, there's a deep bumper with wider grilles and bold slashes to add a sportier look. To accentuate the X6's width, BMW has flattened and widened its trademark kidney grilles with a pair of narrower, swept-back headlight clusters that contribute to the relatively aerodynamic-looking front end. The headlamps also feature distinctive LED running lights that add to the car's aggressive appearance.

At the side, the swoopy roofline tapers towards the rear, with a few sharp creases down the flanks adding detail. One runs from the front wheelarches through the door handles and down to the rear, while the other follows the line of the wheelarch. Combined, they give the vast BMW a surprisingly sporty stance.

Large 20-inch alloys fill the X6's bulging wheelarches and help give it even more visual presence than newer GLE. Meanwhile, behind the car's front wheelarches, BMW has added a neat aerodynamic addition called the 'Air Curtain', which consists of vents that let air out of the front wheel wells to reduce drag and thereby improve efficiency.

The BMW looks much less sporty at the rear than it does at the front. The raised ride height means the sloping roof doesn't meet the rear bumper like a conventional coupé, leaving a large slab of metal on the rear hatch – yet it's not as ungainly as the bulbous Mercedes. It's still heavily sculpted at the back, with the twin tailpipes housed in a gloss bumper insert.

BMW has taken a similar approach to the X6's interior, tidying things up with a revised design. Unlike some of the brand's sports and saloon cars, it's not quite as driver-focused. Instead, the emphasis is on comfort and luxury, with supportive seats, decent space, flawless build quality and top-notch materials.

It's extremely well equipped, too, with leather, sat-nav, heated seats, cruise control and many other top-spec features coming as standard. However, the LCD dash display on our test car is a £375 option.

Driving 4.1/5

AFTER just a few miles in the X6, it's clear that it's the best choice for keen drivers. It's faster and more focused than both the GLE and the Range Rover – although it can't match the latter for refinement.

Our test figures showed the BMW was the fastest car from 0-60mph, with a time of 6.3 seconds, while it was broadly on a par with the GLE for in-gear acceleration and braking. However, on a twisty road, it comfortably has the upper hand over the Mercedes.

In Comfort mode, the car doesn't feel that responsive because the soft suspension causes it to float over bumps, while the light steering doesn't provide a great deal of feedback. However, flick

Testers' notes

"Mercedes has clearly used the X6 as a design template for the GLE, but it's managed to create more interior and boot space from a near-identical silhouette. The BMW's 580-litre boot is 70 litres down on the GLE's, while the steeply raked roofline and heavily sculpted rear bench mean it's not as easy to carry three adults in the rear. Still, if it's space and versatility you're after, there's always the mechanically identical X5."



James Disdale Road test editor

the switch mounted down by the gearlever and select Sport mode, and the car takes on a firmer, tauter personality. Roll is reduced and the grippy chassis feels more agile, with sharper turn-in response, while the all-wheel-drive system delivers strong traction. The steering goes to the other end of the spectrum and feels overly heavy and artificial, though.

The BMW is sportier than the GLE, but it also performs better as a cruiser. Soft suspension makes for plenty of comfort, while the powerful 255bhp 3.0-litre diesel delivers lots of low-down torque to get the big SUV moving quick off the mark.

The eight-speed automatic gearbox is the smoothest performer here, and with steering wheel-mounted shift paddles, you can flick up and down the ratios quickly for snappier changes. The engine is noisier than its rivals' when cold, yet it makes a nice rumble on the move. Ultimately, the X6 is not quite as quiet and composed as the Range Rover Sport, but it's remarkably close.

Ownership 3.8/5

BMW finished 14th in the manufacturer rankings of our Driver Power 2015 satisfaction survey – only four places behind Mercedes and well ahead of Land Rover. However, when it came to dealer service, the brand was ranked a lowly 23rd out of 31, with owners criticising the network's poor value for money and reluctance to answer phone calls.

When it comes to safety, the X6 is on a par with its rivals here, featuring six airbags, all-round parking sensors and a tyre pressure monitor as standard. Buyers wanting even greater peace of mind can specify an Active Security package for £880, which adds lane-departure warning and a £530 around-view camera system.

Running costs 3.5/5

THE X6 was the lightest car on test, and that contributed to its decent economy return of 32.8mpg – the GLE and Sport could only manage 32.1mpg and 30.7mpg respectively. There's further good news if you're a company car driver, as the X6's lower list price and CO₂ emissions mean it's in the cheapest Benefit in Kind tax bracket in this company, with higher-rate earners forking out £6,505 annually.

BMW's fixed-price, five-year/50,000-mile servicing package for £525 will save buyers money on routine maintenance. And while the X6 can't match the Range Rover's residuals, a figure of 46.8 per cent means it'll lose less cash over three years than the GLE.

Handling

ENGAGE Sport mode and BMW will show the other cars here a clean pair of heels on a twisty road



BMW X6





Performance

THE X6 is faster than its rivals in a straight line; it gets from 0-60mph much more quickly, has a higher top speed and is much punchier when you're overtaking



CO₂/tax
159g/km
£180 or 29%



Practicality
Boot (seats up/down)
580/1,525 litres



Performance
0-60/30-70mph
6.3/6.4 seconds



Braking
70-0/60-0/30-0mph
47.0/34.3/8.5m



Running costs
32.8mpg (on test)
£94 fill-up



Cabin

EVERYTHING is beautifully put together and very easy to use, although not as driver-focused as its predecessor. Roofline affects rear headroom

Practicality 3.6/5

OBVIOUSLY, the X6 isn't as practical as a traditional SUV. That low roofline makes for a 580-litre boot capacity – 70 litres down on the GLE Coupé's. Unlike its predecessor, the latest model is a five-seater, but there's much less headroom and legroom than in the Range Rover, while occupants sitting in the middle seat are perched high – although a relatively flat floor means there's plenty of space for their feet.

The front of the cabin is more roomy and offers good storage. There's a central bin underneath the armrest with USB charging points, two cup-holders in front of the gearlever, a good-sized glovebox and large door bins. The automatic tailgate also helps when loading as it's quite a reach to close the boot.

Testers' notes

"Low kerbweight, punchy diesel and responsive eight-speed auto box allowed the BMW to blast from 0-60mph in just 6.3 seconds – that's outrageously fast for a diesel SUV that weighs more than 2,000kg."



Dean Gibson Dep. road test editor

MODEL TESTED: Range Rover Sport 3.0 SDV6 HSE

PRICE: £61,950 **ENGINE:** 3.0-litre V6 turbodiesel, 302bhp

AE THE second-generation Range Rover Sport arrived in 2013, with the most significant change being a switch of platform – from the Land Rover Discovery's to that of the larger Range Rover, which was introduced in 2012. The latest Sport is faster, more agile and less thirsty than before. It's also sleeker and more stylish than its predecessor, although it looks more like a conventional SUV than its coupé-inspired rivals here. We test the big Brit in £61,950 HSE guise.

Styling 4.1/5

THE Sport can't match the BMW X6 and Mercedes GLE Coupé for visual impact, but thanks to Range Rover's distinct design language, the big SUV has plenty of presence. It was originally an upmarket alternative to the Land Rover, and this emphasis on form over function has seen it become one of the world's top luxury brands.

Range Rover's latest Sport takes cues from the compact Evoque and scales them up. That means you get an imposing front end with distinctive daytime running lights, plus the familiar Range Rover script across the trademark clamshell bonnet. Further back, the slab sides are similar to the full-size model's, and it's easy to confuse the two unless they're parked next to each other. Yet thanks to its subtly sloping roofline, narrow side windows and high-set tail, the Sport looks much racier than its big brother.

Our car's £1,300 Stealth Pack adds a menacing black finish to the alloys, roof and trim. It won't be to all tastes, yet there are plenty more exterior options, such as 13 wheel designs and 17 colour choices.

Inside, the Range Rover uses its traditional off-roader proportions to deliver a more spacious and luxurious interior. Leather is standard, but again you can upgrade to nine other options, while the dash inserts and headlining can also be personalised. The cabin has the quality feel of its larger sibling, and from behind the wheel, you'd be forgiven for thinking that you're driving the larger car.

This feeling is highlighted by the slickly designed dashboard, which has a minimalist appearance with a configurable widescreen digital display that shows useful driving data, navigation instructions and entertainment information. There's also a central touchscreen that isn't as intuitive or easy to use as its rivals' systems, although the 2016 model does address this with new software. Still, we have no complaints about the quality, because the Sport feels every bit as robustly constructed as its German competitors.

Driving 4.2/5

THE full-size Range Rover is as famous for its limo-rivalling comfort as its off-road ability, and as the Sport shares much of the same platform, it benefits from the same qualities and has a sharper edge. Under the bonnet of our HSE is a 3.0-litre V6 diesel (you have to move up to Autobiography trim if you want the more powerful V8) which delivers punchy performance, while the eight-speed auto gearbox makes the most of the power on offer. As a result, the Sport edged ahead of the GLE during our acceleration tests – although it trailed the rapid X6.

It couldn't quite match the BMW's agility through a series of corners, either. Even so, the steering is precise, there's plenty of grip and body movement is well controlled. So, it feels far more composed and inspires a lot more confidence than the Mercedes,

Testers' notes

"It's hard to put a price on the sense of occasion that comes with every Range Rover. From the imperious driving position to the beautifully crafted interior, the Sport feels a cut above the already desirable Mercedes and BMW. This feelgood factor is given a further boost courtesy of the car's unrivalled off-road credentials, which leave you feeling confident to tackle anything the terrain or weather can throw at you."



James Disdale Road test editor

which gets a little ragged when pushed hard. However, it's worth bearing in mind that our car was fitted with the £5,200 Dynamic suspension upgrade, featuring an active anti-roll set-up and torque vectoring that keep the Range Rover on an even keel through a series of corners.

But where the Sport really steals a march is with its off-road ability. It comes with air-suspension and Land Rover's excellent Terrain Response system as standard. The latter means you can select a mode for the terrain you're going to cross, and the electronics adjust the diffs, traction control, ride height, gearbox and power delivery to suit. Most owners are unlikely to tap into the car's full potential, yet it's reassuring to know that it can head much further off the beaten track than either rival here.

Ownership 3.6/5

LAND Rover has forged an image of rugged, go-anywhere durability, but in reality, the brand doesn't have the greatest reputation for building reliable cars. This is reflected by its lowly 29th place finish in our Driver Power 2015 satisfaction survey. Even so, through annual cycles of development and plenty of technology sharing between models, Land Rover's more recent offerings should be more resilient than their predecessors.

The Sport hasn't yet been put under the crash test microscope by Euro NCAP, but the larger Range Rover earned a five-star rating, and all of its safety features are carried over to the smaller model. There are eight airbags, roll stability control and a trailer sway control programme, which is especially welcome on a car that can pull a substantial 3,500kg.

Running costs 3.3/5

AT £61,950, the Range Rover Sport HSE costs a hefty £5,635 more than our M Sport-spec X6, and it's evident that you're paying the premium for the badge, because the two models have similar amounts of standard equipment. That means sat-nav, leather, front and rear parking sensors and cameras, heated front seats and a power tailgate are all included.

CO₂ emissions of 185g/km are reasonable given the Sport's size, but it's beaten by the BMW here. Factor in the high price, and the Range Rover is a costly company car choice. Fuel economy of 30.7mpg means you'll pay more at the pumps, too. Still, Land Rover offers a five-year service plan for £699 to ease costs, while our experts predict that it will retain 55.6 per cent of its value after three years.

Handling

RANGE Rover can't quite match the X6 on a back road, but is well ahead of the GLE Coupé



Range Rover



Practicality 4.3/5

THE Range Rover is the most spacious car inside on test. There's more head and legroom for occupants in the back, while the elevated ride height up front provides a commanding view of the road.

Elsewhere, there's a large glovebox and a deep, lidded cubby between the front seats with USB and a 12V power supply.

At the back, a power tailgate aids access to the boot, but the high-set floor and low load cover limit capacity to 489 litres. Still, there's plenty of space with the rear seats down, plus you can lower the air-suspension for loading heavier items. The Sport also offers two occasional seats that flip up out of the boot floor for £1,600.



er Sport



CO₂/tax

185g/km
£235 or 35%



Practicality

Boot (seats up/down)
489/1,761 litres



Performance

0-60/30-70mph
7.5/6.9 seconds



Braking

70-0/60-0/30-0mph
53.6/36.8/9.9m



Running costs

30.7mpg (on test)
£98 fill-up

HEAD TO HEAD

Off-road

LOOK beneath the sleek exteriors of our trio, and you'll discover rugged SUV underpinnings.

Yet the X6's off-road extras are limited to a four-wheel-drive system and hill descent control. The Mercedes and Range Rover add air-suspension to this tally, but only the latter comes with a dual-range transmission and customisable traction control.



Running costs

THE X6 is the most cost-effective choice for business and private buyers. Not only is it cheaper to buy and tax, it's available with an excellent £525 five-year service pack. With CO₂ emissions of 185g/km and a £61,950 price tag, the Range Rover is the most expensive car to own.



Boot space

AT 489 litres, the Range Rover Sport's boot is the smallest here, yet it has a flat load lip, plus the suspension can be lowered for even better access. Furthermore, the more upright tailgate and higher roof mean more space with the rear seats folded down.



Interior

IT'S roomy and well built inside. The dash has no conventional dials – instead you get one large TFT screen



Testers' notes

"If you want to match the X6's performance figures, you'll have to upgrade to the 334bhp 4.4-litre diesel that claims 0-60mph in 6.5 seconds. It's only available in Autobiography Dynamic trim and will set you back £84,350."



Sean Carson Senior road tester



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AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE

R ROVER SC 5.0 » 580+ BHP
R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

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Figures

Range Rover Sport 3.0 SDV6



BMW X6 xDrive30d



Mercedes GLE Coupé 350d



On-the-road price/total as tested	£61,950/£61,950	RESIDUALS	£56,315/£59,765	BENEFIT IN KIND	£60,680/£68,865
Residual value (after 3yrs/30,000)	£34,444/55.6%	RANGE Rover is the most expensive car to buy, but strong residual values mean you'll get a decent return on your investment.	£26,355/46.8%	LOW CO ₂ means that higher-rate earners will save thousands in company car tax over the Mercedes and Range Rover.	£29,308/48.3%
Depreciation	£27,506		£29,960		£31,372
Annual tax liability std/higher rate	£4,413/£8,826		£3,253/£6,505		£4,209/£8,419
Annual fuel cost (12k/20k miles)	£1,955/£3,258		£1,829/£3,049		£1,869/£3,116
Ins. group/quote/road tax band/cost	43/£568/I/£265		42/£659/G/£180		48/N/A/J/£265
Servicing costs	£699 (5yrs)		£525 (5yrs/50k)		N/A
Length/wheelbase	4,850/2,923mm	GEARBOX	4,909/2,933mm		4,978/2,915mm
Height/width	1,780/2,073mm	EIGHT-speed auto is standard on all versions, plus the Sport benefits from a low-range function that boosts ability to crawl up and down off-road slopes.	1,702/1,989mm		1,731/2,003mm
Engine	V6/2,993cc		6cyl in-line/2,993cc		V6/2,987cc
Peak power	302/4,000 bhp/rpm		255/4,000 bhp/rpm		255/3,400 bhp/rpm
Peak torque	700/1,500 Nm/rpm		560/1,500 Nm/rpm		620/1,600 Nm/rpm
Transmission	8-spd auto/4wd		8-spd auto/4wd		9-spd auto/4wd
Fuel tank capacity/spare wheel	89 litres/space saver		85 litres/run-flat		93 litres/sealant
Boot capacity (seats up/down)	489/1,761 litres		580/1,525 litres		650/1,720 litres
Kerbweight/payload/towing weight	2,184/885/3,500kg		2,140/640/3,500kg		2,250/650/2,900kg
Turning circle/drag coefficient	12.3 metres/0.34Cd		12.8 metres/0.32Cd		11.8 metres/N/A
Basic warranty (miles)/recovery	3yrs (unltd)/3yrs		3yrs (unltd)/3yrs		3yrs (unltd)/4yrs
Service intervals/UK dealers	Variable/130		Variable/153	PERFORMANCE	Variable/136
Driver Power manufacturer/dealer pos.	24th/29th		23rd/14th	BLENDED of lowest kerbweight and well chosen gear ratios allowed the BMW to show its rivals a clean pair of exhaust pipes.	21st/11th
Euro NCAP: Adult/child/ped./points	N/A	BRAKING	N/A		N/A
		SPORT is only car here on all-season tyres, which take their toll on braking ability – it stopped from 70mph in 53.6m.			PERFORMANCE ACCELERATION
0-60/30-70mph	7.5/6.9 secs		6.3/6.4 secs		in third saw the gearbox shift up to fourth before hitting 50mph.
30-50mph in 3rd/4th	2.8/3.5 secs		3.0/3.9 secs		
50-70mph in 5th/6th/7th/8th/9th	4.9/6.6/8.2/13.4/N/A		4.2/5.6/7.5/11.7/N/A		
Top speed/rpm at 70mph	130mph/1,600rpm		143mph/1,700rpm		
Braking 70-0/60-0/30-0mph	53.6/36.8/9.9m		47.0/34.3/8.5m		
Noise levels outside/idle/30/70mph	60/45/59/66dB		59/56/57/71dB		
Auto Express econ (mpg/impl)/range	30.7/6.8/601 miles		32.8/7.2/613 miles		
Govt urban/extra-urban/combined	35.8/44.1/40.4mpg		42.2/51.4/47.1mpg	OPTIONS	
Govt urban/extra-urban/combined	7.9/9.7/8.9mpl	STANDARD KIT	9.1/11.1/10.4mpl	THE X6 is well equipped, but you'll pay extra for a reversing camera. It should be standard given the restricted view.	
Actual/claimed CO ₂ /tax bracket	247/185g/km/35%	NONE of our trio is short of kit, but if you want to add to the Range Rover's list with adaptive, anti-roll suspension, you'll have to pay an extra £5,200.	231/159g/km/29%		AIR-SUSPENSION
Airbags/Isofix/park sensors/camera	Six/yes/yes/yes		Six/yes/yes/£375		A5 on the Range Rover, the GLE's long standard kit list includes adjustable air springs. The X6 comes with air-suspension on only the rear axle.
Auto gearbox/stability/cruise control	Yes/yes/yes		Yes/yes/yes		
Climate control/leather/heated seats	Yes/yes/yes		Yes/yes/yes		
Metallic paint/LED lights/keyless go	Yes/no/yes		Yes/£1,495/yes		
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		

Results

RANGE ROVER 1st

IT'S not cheap to buy or run, but the Range Rover feels a cut above its competitors here. While the upright styling isn't as deliberately eye-catching, the Sport is a handsome and imposing machine with a solid-gold image. Further highlights include a spacious and luxurious cabin, top-notch refinement and composed driving dynamics. It's also unstoppable off-road.



BMW X6 2nd

THE car that kick-started the high-riding coupé class is fast, refined and surprisingly cost-effective to run. The aggressive looks won't be to all tastes, but the classy cabin is up there with the best. It also undercuts the Mercedes and Range Rover on price, yet lacks nothing in standard equipment. However, it's neither as practical nor as good to drive as the Range Rover.



MERCEDES GLE 3rd

STRONG refinement, a punchy diesel engine and excellent nine-speed transmission mark the GLE out as an effortless cruiser. It also benefits from a spacious and beautifully finished cabin. Yet the Mercedes looks too similar to the X6, and it's seriously undermined by its unresolved handling and inconsistent ride. Furthermore, it's costly to buy and run.



RIVALS

Other options in this category...

Porsche Cayenne Diesel

PRICE: £50,791 ENGINE: 3.0-litre V6, 258bhp

THE Cayenne still sets the bar for engaging driving dynamics – no other large SUV is as poised and agile. Yet, while it's well priced, you'll have to spend on extras to match the GLE's kit count.



Alpina XD3

PRICE: £56,450 ENGINE: 3.0-litre 6cyl, 255bhp

IT'S smaller than its rivals here, but the XD3's performance, visual drama and exclusivity mean it deserves serious consideration. The straight-six diesel delivers blistering acceleration, while an uprated chassis makes for surprising agility.



Class apart?

Premium superminis prove small needn't mean basic, with Audi's new 1.0 turbo A1 Sportback the latest arrival. We see if it can topple our current favourite, the MINI

Pictures: Nathan Morgan Location: Bruntingthorpe Proving Ground, Leicestershire



PREMIUM superminis are big business for manufacturers. The concept of giving a small car an upmarket makeover with plenty of scope for personalisation was pioneered by MINI, but it has subsequently been adopted by a number of other companies, including

Audi. The A1 has proven a strong seller, yet that hasn't stopped the German brand from refreshing its supermini to keep it competitive against newer class rivals.

One major change is the introduction of a new 1.0-litre TFSI petrol engine. This turbo replaces the naturally

aspirated 1.6, and brings with it improved economy and emissions without a compromise in performance.

So, how does the updated A1 compare with our current premium supermini champ, the third-generation MINI? The British-built machine was launched last year, and it's clear that

Audi's revisions have been designed to keep the A1 competitive against it.

For this test, we're putting five-door versions of the entry-level 1.0 TFSI A1 SE and three-cylinder MINI One head-to-head. These cars are evenly matched – but has Audi done enough to steal the premium supermini crown?



MINI One 5dr

Price: £14,565

Engine: 1.2-litre 3cyl, 101bhp

0-60mph: 9.8 seconds

Test economy: 44.8mpg/9.9mpl

CO₂: 112g/km

Annual road tax: £20

Audi A1 Sportback 1.0 SE

Price: £14,975

Engine: 1.0-litre 3cyl, 94bhp

0-60mph: 9.9 seconds

Test economy: 44.6mpg/9.8mpl

CO₂: 97g/km

Annual road tax: £0

MODEL TESTED: Audi A1 Sportback 1.0 TFSI (95) SE

PRICE: £14,975 **ENGINE:** 1.0-litre 3cyl, 94bhp

AE THE A1 was introduced in 2010, so it's now one of the older cars in Audi's range. The 2015 update sees a subtle revision to the lights, a new 1.0 TFSI three-cylinder engine and cleaner emissions for the rest of the line-up. Prices start from £14,355, while the five-door A1 Sportback carries a £620 premium. For this test, we try the 1.0 TFSI SE Sportback – although the car in our pictures is a higher-spec Sport.

Styling 4.1/5

AS with other premium superminis, the A1's personalisation options can make or break its looks. The car's essential shape is actually rather plain, but with Audi's familiar large grille and angular headlights it's more handsome than the MINI.

There are black or white paint options as standard, but go for a £390 metallic finish and you can add a £400 black or silver roof. There's no contrast-roof option on the MINI One. The higher-spec A1 Sport and S line models have more options, including larger alloy wheel designs, while the SE gets only 15-inch rims – but that's one better than the MINI, which has steel wheels with plastic trims as standard.

Going for the five-door Sportback doesn't spoil the A1's lines. The two rear doors integrate smoothly into the body, and the car's shape isn't awkward-looking like the five-door MINI. At the rear, the clamshell boot features subtly reworked tail-lights, but even the most dedicated Audi fan would struggle to spot the differences between the revised A1 and its predecessor.

Climb inside, and the dash layout, centre console and pop-up screen are all carried over unchanged from the pre-facelift A1. Build quality is still great, and there are plenty of top-grade plastics, but the infotainment controls are a little dated now. A leather wheel is a £165 option. Also, the blocky graphics for the optional trip computer set between the dials look a little old-hat compared to the MINI's high-resolution displays.

At least Audi lets you add the same personalisation touches to the SE as you can to higher-spec models – the MINI One is rather limited in comparison. Leather sports seats (£325), colour interior inserts (£500), LED interior lights (£150) and a Bose surround-sound stereo (£690) are all on offer in the A1, but options such as sat-nav (£1,175) and some packs are more expensive to add to SE models than on higher-spec cars, while Bluetooth is also a £250 extra. It is standard on the MINI.

Driving 4.0/5

THE A1 is the first Audi to get a three-cylinder turbo, but with 94bhp, it's 7bhp down on the MINI One's engine tested here. The Audi has a five-speed gearbox, compared to the MINI's six, but straight-line performance is an even match between the two. We managed 0-60mph in 9.9 seconds in the A1 – only a tenth slower than the more powerful MINI, and 1.2 seconds faster than Audi's claimed time.

Acceleration through the gears was four-tenths down on the MINI, while longer ratios meant the Audi was also slower in-gear. However, in isolation the A1 felt punchy, while the positive shift means downshifting to maintain momentum is easy.

One minor niggle is that the engine does rev higher than the MINI's at motorway speeds, and sometimes you feel like it could do with a sixth gear. Still, you'd hardly call the engine intrusive, and the three-cylinder thrum when accelerating soon settles once you're up to cruising speed. The car in our

Testers' notes

"The A1's visual updates are so subtle they're barely noticeable, but that's not necessarily a bad thing, because it's a handsome supermini. It doesn't rely on retro styling like the MINI, although we'd definitely recommend adding a contrast roof to help it stand out from the crowd. It's a shame the cabin missed out on a few more updates: the low-resolution digital displays are a generation behind the MINI's sharp colour screens."



James Disdale Road test editor

pictures is a Sport-spec A1, which comes with stiffer suspension than you get on the SE. Yet while the ride is firm it's not harsh, and the softer SE model will be more comfortable than the MINI in everyday use.

Head for a twisty road, and you'll find that while the A1 is a keen performer, it has to give second best to the MINI. The steering is light but responsive, and there's plenty of grip, but the chassis doesn't feel quite as nimble as the MINI's, while the engine needs to be worked a bit harder to maintain momentum.

Ownership 3.4/5

BUYING an A1 gains you entry into the world of Audi ownership, but unfortunately you might find the dealer experience a bit of a letdown. Its franchises placed 25th out of 32 in our Driver Power 2015 satisfaction survey, with owners of current models complaining that staff's poor attitude towards customers didn't match the showrooms' glitzy looks.

In terms of safety, the A1 was tested by Euro NCAP in 2010, so its percentage scores can't be directly compared with the MINI's, as that car had a tougher test in 2014. However, the Audi has the usual selection of safety features, including six airbags, stability control, tyre-pressure monitors and Isofix child seat brackets in the back. Audi offers front and rear parking sensors and cruise control in the £840 Comfort pack, although apart from Hill Hold Assist (£65), there are no other safety packs, such as emergency city braking.

Running costs 4.2/5

THE £14,975 A1 Sportback 1.0 TFSI SE costs £410 more to buy than the MINI One, but it's not quite as well equipped, as keyless entry, Bluetooth and a USB connection are all optional.

These two cars major on personalisation, so there's a raft of colour, trim and interior options to choose from, but overall the A1's prices are higher than they are for the MINI. Go nuts, and you could add nearly £10k to the car's basic price.

We managed 44.6mpg on test, which was a similar figure to the MINI's, although the A1's 67.3mpg claimed economy is well ahead of its rival's official 58.9mpg. One area where the Audi steals a march over its rival is for company car tax. Emissions of 97g/km mean lower-rate taxpayers will face an annual bill of £418, compared to £492 for the MINI.

The Audi also qualifies for free road tax, while residuals of 66 per cent are among the best of any car currently on sale. The only real blot on the financial copybook is that Audi's five-year service plan is £100 more expensive than MINI's tlc package.



Audi A1





Styling

LARGE grille and angular headlights make A1 look more handsome than the MINI, while Sportback's two rear doors integrate smoothly into the body. Clamshell boot features slightly reworked tail-lights, but overall the revisions are subtle



CO₂/tax
97g/km
£0 or 14%



Practicality
Boot (seats up/down)
270/920 litres



Performance
0-60/30-70mph
9.9/10.3 seconds



Braking
70-0/60-0/30-0mph
47.8/34.8/9.4m



Running costs
44.6mpg (on test)
£50 fill-up



Dashboard layout, centre console and dash-top pop-up touchscreen are all carried over unchanged from the pre-facelift Audi A1



Cabin

Build quality is high and plastics are top-grade, but infotainment controls are now getting dated

Practicality 3.7/5

THE A1 Sportback is shorter but wider than the MINI, although overall its cabin feels smaller. The driver's seat doesn't sit so low, yet it's easy to get comfortable. There's plenty of elbow room, too – however, big feet might struggle to find space next to the clutch pedal.

The Sportback has three seats in the back, but the middle position gets limited space, with a narrow cushion and the transmission tunnel eating into foot room. Unlike the MINI, the A1's boot area doesn't increase with the switch from three to five doors, meaning you get the same 270-litre capacity. While that's bigger than the three-door MINI, it's eight litres smaller than the five-door's. Fold the seats and you get 920 litres – 21 litres down on the MINI.

Testers' notes

"It's clear the A1's been geared towards fleet sales, because its 97g/km emissions and 14 per cent tax banding mean lower-rate payers will save on their Benefit in Kind costs, even though the A1 is slightly more expensive."



Dean Gibson Deputy road test ed.

MODEL TESTED: MINI One 5dr
PRICE: £14,565 **ENGINE:** 1.2-litre 3cyl, 101bhp

AE THE third-generation MINI was voted Auto Express Car of the Year in 2014, and the five-door model gives the hatch a new level of practicality that hasn't been seen before. The entry point to the range is the MINI One, which features a 1.2-litre three-cylinder engine that was developed by parent firm BMW and is also found in entry-level versions of the 1 Series and 3 Series. Here we test the five-door MINI One, which costs £14,565.

Styling 3.5/5

WITH its upright styling and retro detailing, there really is no mistaking a MINI for any other car on the road. There are nods in its design to the original, but the third generation of the modern MINI is bigger than the A1 in most dimensions, so in turn is one of the roomiest superminis around.

The large grille and round headlamps are familiar design cues, as are the upright windscreen and black window pillars. The MINI One gets a black plastic grille, while steel wheels with plastic covers come as standard. As with the Audi, a host of upgrades are available to change the car's looks, although the MINI One has fewer options than other models in the range. There is a range of wheel styles, offered individually or in packs, but just adding the 15-inch alloys seen on our test car costs £300, which pretty much cancels out the price advantage over the A1. You can specify body-coloured or chrome wing-mirror caps, yet the MINI One can't be upgraded with a contrast roof – that's reserved for Cooper models and above.

At the back the large tail-light clusters are distinctive, but the rounded bootlid looks bulbous and a bit awkward when compared to the A1. The rear doors are a little on the small side, too, while the glass area looks a touch fussy, with three panes instead of the three-door's two. In the style stakes, the Audi has a clear advantage over the MINI.

Inside, the retro touches continue, although there's more black plastic than you'll find in previous-generation models. Highlights include a large toggle starter switch, plus the optional circular display on the centre console, which features a ring of LED lights that change colour to correspond with the assorted functions on the dashboard.

As you'd expect, quality is excellent and everything works with precision, and while the retro styling won't be to all tastes it's certainly more adventurous than the A1's. One niggle we have is with the seat upholstery, because while it's well stitched together, the rough, grey fabric looks and feels a tad utilitarian. Plus, as with the Audi, a leather wheel is a £165 option.

Driving 4.5/5

GET behind the MINI's wheel, and you can soon forget about its awkward looks and revel in the way it drives. Power comes from a three-cylinder turbo developed by BMW to power entry-level BMWs and MINIs – and in the MINI One, it's a punchy performer.

It has 101bhp – 7bhp up on the Audi – while a 180Nm torque figure is 20Nm ahead, and it's available from 1,400rpm. That helped the MINI post marginally faster acceleration times, with 0-60mph taking 9.8 seconds – one-tenth of a second faster than the A1 and three-tenths faster than MINI's claimed 0-62mph time. A six-speed gearbox makes better use of the power available, and in-gear 50-70mph acceleration was stronger than the five-speed Audi. The MINI's gearbox has a precise action, although the clutch

Testers' notes

"MINI has always produced cars that deliver sporty handling, yet this entry-level model is arguably more fun to drive than some of the sportier and more powerful variants in the range. The skinny tyres deliver enough grip in everyday driving, but if you want to explore the limits of the car's handling, it loses grip more progressively than models such as the Cooper S, and it does so at lower speeds, making it easier to control."



Sean Carson Senior road tester

pedal needs a bit of a firmer prod to ensure spot-on shifts, but this only adds to the MINI's character as being more of a driver's car. The small, chunky steering wheel feels good to hold, and the rack weights up well, although it doesn't need any extra effort to point the car in the right direction.

This sporty steering goes hand-in-hand with the chassis, which delivers an involving and fun driving experience. Skinny tyres mean it's easy to push the car to the limit, but it's very progressive in its behaviour and inspires confidence to explore the balanced handling. It's a lot of fun to drive quickly, while the rasping three-cylinder note only adds to the racy feel.

Thankfully, there's depth to the MINI's talents, and its relatively soft suspension and small wheels make it comfortable to spend time in. The six-speed box means the engine is less intrusive than the Audi's on the motorway, while the sharp steering helps in town.

Ownership 4.0/5

MINI dealers have a pretty good reputation, if our Driver Power survey is anything to go by. The network finished 10th in our 2015 dealer survey – 15 places ahead of Audi's and 13 ahead of parent firm BMW's – while owners praised the standard of work and friendly staff. Another highlight of buying into the MINI brand is that it's a maker with a strong following, with assorted owners' clubs and meetings of like-minded MINI fans across the UK.

The MINI achieved a four-star Euro NCAP crash-test rating, although the tougher 2014 trial means the car is no less safe than the five-star A1, and you can get more optional safety kit. Adaptive cruise control (£350), LED headlights (£670) and a Driving Assistant Pack (£440), which includes forward-collision detection and mitigation, are all available.

Running costs 4.3/5

AT £14,565, the MINI One five-door is £410 less than the A1 Sportback SE, but you get more kit as standard. Just adding Bluetooth and keyless entry brings the A1 up to the same level, although alloy wheels start from £300 on the MINI.

We managed 44.8mpg on test, which was a similar figure to the A1, but a smaller fuel tank means the MINI has a shorter range than the Audi (by about 50 miles). Elsewhere, emissions of 112g/km result in higher company car costs for the MINI, while residuals of 54 per cent are 12 per cent behind the A1's. At least MINI's tlc service pack is £100 cheaper at £350, and can be extended to up to eight years if you spend an extra £275 on the xl package.



CO₂/tax

112g/km
 £20 or 17%



Practicality

Boot (seats up/down)
 278/941 litres



Performance

0-60/30-70mph
 9.8/9.9 seconds



Braking

70-0/60-0/30-0mph
 54.0/39.5/9.7m



Running costs

44.8mpg (on test)
 £47 fill-up



MINI One



Practicality 3.7/5

THE five-door MINI has a longer wheelbase than the Audi A1, so it's roomier inside as a result. The narrow back doors mean access to the rear compartment is a bit of a squeeze, but once there you'll find the backs of the front seats are sculpted to improve legroom.

One benefit of the MINI's continued growth is that boot space is pretty good. There are 278 litres available, or you can fold the back seats to free up a maximum capacity of 941 litres, while the false floor lifts to reveal an underfloor area that doubles the amount of storage on offer. Up front, the glovebox is supplemented by extra room behind the upper dash trim, and there are decent cup-holders and door bins, too.



Styling

MINI is one of the roomiest superminis on the market. You can add alloy wheels to the One model, but not a contrast roof. Rounded bootlid looks awkward and rear doors are a little on the small side, too

HEAD TO HEAD

Exterior details

THE entry-level A1 SE can be specced up with £400 contrast roof colours if you add the £390 metallic paint, but there are no wheel options, just the standard 15-inch alloy rims.

In contrast, the MINI One gets only a body-coloured roof: Cooper models and above have a contrast roof option for no extra cost. However, you can upgrade the One's steel wheels and plastic covers with alloys ranging from 15-18 inches in size and priced from £300 to £1,895.



Interior options

AUDI offers contrast-colour air vent sleeves on the A1, or colour-coded interior trim for £500. You can also upgrade to a Bose surround-sound speaker system for £690, which adds illuminated speaker housings (below).

The MINI One can be had with gloss black or dark grey trim (£125), and colour fabric on the doors and dash (£75), while the LED interior lights in the headlining and central dial change colour according to how you've set them up.



Cabin

OPTIONAL circular dash display has colour-changing LED lights. The 278-litre boot can be boosted to 941 with seats folded, while false panel lifts to reveal an underfloor area



Testers' notes

"There's aren't as many personalisation options on the MINI One, but you can still blow an exceedingly large amount of cash on extras. Using the MINI configurator, we managed to spec one up to £29,700!"



James Disdale road test editor

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Figures

MINI One 5dr

Audi A1 Sportback
1.0 TFSI (95) SE

On the road price/total as tested	£14,565/£15,425	£14,975/£22,915	TOTAL AS TESTED WE pictured a Sport, which is £1,975 more than an A1 SE – but that still means our car had £6,585 worth of options!
Residual value (after 3yrs/36,000)	£7,821/53.7%	£9,884/66.0%	
Depreciation	£6,744	£5,092	
Annual tax liability std/higher rate	£492/£985	£418/£836	
Annual fuel cost (12k/20k miles)	£1,360/£2,267	£1,366/£2,277	
Ins. group/quote/road tax band/cost	12/£405/B/£20	15/£417/A/£0	
Servicing costs	£349 (5yrs/50k)	£450 (5yrs/50k)	
Length/wheelbase	3,982/2,567mm	3,973/2,469mm	
Height/width	1,425/1,727mm	1,422/1,746mm	
Engine	3cyl in-line/1,198cc	3cyl in-line/999cc	
Peak power/revs	101/4,000 bhp/rpm	94/5,000 bhp/rpm	
Peak torque/revs	180/1,400 Nm/rpm	160/1,500 Nm/rpm	
Transmission	6-spd man/fwd	5-spd man/fwd	
Fuel tank capacity/spare wheel	40 litres/£65	45 litres/repair kit	SERVICE GAPS BOTH cars have variable service intervals, with the A1 varying between 1yr/10k or 2yrs/20k, while the MINI has condition-based servicing.
Boot capacity (seats up/down)	278/941 litres	270/920 litres	
Kerbweight/payload/towing weight	1,150/530kg/N/A	1,060/520/1,200kg	
Turning circle/drag coefficient	11.0 metres/0.29Cd	10.7 metres/0.32Cd	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs	3yrs (60,000k)/3yrs	
Service intervals/UK dealers	Variable/148	Variable/121	
Driver Power manufacturer/dealer pos.	16th/10th	13th/25th	
Euro NCAP: Adult/child/ped./stars	79/73/66/4 (2014)	90/79/49/5 (2010)	
0-60/30-70mph	9.8/9.9 secs	9.9/10.3 secs	
30-50mph in 3rd/4th	5.1/6.8 secs	5.1/7.4 secs	
50-70mph in 5th/6th	9.1/10.7 secs	10.9 secs/N/A	
Top speed/rpm at 70mph	119mph/2,400rpm	116mph/2,600rpm	
Braking 70-0/60-0/30-0mph	54.0/39.5/9.7m	47.8/34.8/9.4m	
Noise outside/idle/30/70mph	64/44/59/70dB	61/40/60/69dB	
Auto Express econ (mpg/mpl)/range	44.8/9.9/394 miles	44.6/9.8/441 miles	EMISSIONS A 97g/km output means free road tax, while the three per cent benefit in kind tax advantage makes the A1 a cheaper company car.
Govt urban/extra-urban/combined	47.9/67.3/58.9mpg	56.5/76.3/67.3mpg	
Govt urban/extra-urban/combined	10.5/14.8/13.0mpl	12.4/16.8/14.8mpl	
Actual/claimed CO ₂ /tax bracket	146/112g/km/17%	146/97g/km/14%	
Airbags/Isofix/park sensors/camera	Six/yes/£260/£255	Six/yes/£345/no	
Automatic box/stability/cruise control	£1,270/yes/£215	£1,540/yes/£225	
Climate ctrl/leather/heated seats	£325/£1,305/£215	£330/£1,550/£215	
Met paint/contrast roof/keyless go	£475/no/£215	£390/£400/£390	
Sat-nav/USB/DAB radio/Bluetooth	£595/yes/yes/yes	£1,175/£605/yes/£250	

SERVICE PACK
MINI's service deal is better value than Audi's, and you can make it an eight-year scheme for an extra £275.

BOOT SPACE
GO for the three-door MINI, and boot space drops to 211/731 litres. The A1 has the same space whether you choose three or five doors.

PERFORMANCE
SIX-speed gearbox helped the MINI pull out a slight advantage in our acceleration tests.

BRAKING
THE MINI turned in a disappointing performance under braking, with a soft pedal and longer stopping distances than the A1.

Results

MINI

IF you're looking for a fun yet stylish first car, the MINI One is a great choice. The five-door delivers greater practicality and more cabin style than the Audi. But perhaps more importantly, it's more exciting behind the wheel. The agile chassis combined with a punchy petrol engine and precise steering combine to deliver a fun driving experience that more than makes up for its higher tax costs.



1st

AUDI

THE A1 Sportback has style on its side when compared to the MINI, and the 1.0 TFSI engine's low emissions will make it an attractive fleet choice. However, in every other respect the Audi's been left largely unchanged. That means the cabin doesn't look as fresh as the MINI's, and it's not as spacious, either. Add in the higher price of options, and it misses out this time around.



2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other options in this category...

Fiat 500 TwinAir (105) Lounge
PRICE: £14,420 ENGINE: 0.9-litre 2cyl, 104bhp

FACELIFTED 500 isn't as spacious as the A1 or MINI, and you can't get a five-door body, but there's plenty of personalisation and Lounge spec is well equipped. The higher-powered TwinAir is a match for the MINI's emissions.



DS 3 1.2 PureTech DStyle
PRICE: £14,795 ENGINE: 1.2-litre 3cyl, 81bhp

THE other obvious rival here is the DS 3, which again is three-door only, but has roomier back seats and a bigger boot than the Audi. At this price only the lower-powered car is available; it's slower but also less economical than the A1.



Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

AUDI currently has a limited range of offers available for private buyers on the revised A1. You can take advantage of 6.5 per cent APR finance if you buy via Audi's Solutions Personal Contract Plan, while the company will provide a £500 deposit contribution to help you get behind the wheel.

As MINI's models continue to be in strong demand, there aren't many discounts to be had. However, the firm does have slightly better finance rates, at 5.9 per cent APR, and you can vary the size of your deposit, monthly repayments or length of loan according to your needs.

Things are far more straightforward if you head for a new car broker. Because these particular models are designed to be specced up by their owners when they're bought, there are very few deals to be found.

The best we could find were on website Broadspeed.com, which had a saving of £423 on the A1 Sportback SE, increasing to £518 if you go for the S tronic auto. Once again, the MINI One doesn't have such huge savings, with a paltry £218 off the standard car and £284 off if you choose the auto model.

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James Disdale

James_Disdale@dennis.co.uk

AE WHEN I was a boy, my bedroom walls were plastered with various car posters, but it was the one of the fearsome Group B Audi Quattro S1 E2 that I'd stare at and long to drive the most. With its wild wings and flame-spitting exhaust, the 600bhp monster fuelled my obsession with rallying.

Thirty years on, my dream has come true... sort of. Okay, so our new Audi RS3 isn't a hand-built motorsport missile designed to conquer rally's rough and tumble, but it has more in common with the S1 than you'd think. For instance, both cars are powered by a five-cylinder turbo engine paired with a quattro four-wheel-drive system.

Plus, Audi's mid-eighties rally weapon served as a test bed for its then-novel twin-clutch gearbox, which helped pave the way for our RS3's seven-speed S tronic. Then there's the power. The final S1 E2's 600bhp output was a high watermark for Group B rally cars, while our model's 361bhp figure makes it the most powerful hot hatch around.

The cars even sound similar. That's largely thanks to the sports exhaust that comes with the £2,495 Performance Plus Pack, and includes adaptive dampers and a raised top speed of 174mph. At idle, the Audi's twin tailpipes emit a deep burble, but as the revs climb past 4,000rpm, the 2.5-litre engine delivers the same howl that sent shivers down the spines of eighties rally fans.

We also opted for the £590 Sepang Blue metallic paint, which helps to accentuate the RS3's subtly flared wheelarches, while £695 High Gloss Black trim pack adds an extra visual menace. Inside, we've specified the £1,150 Comfort and Sound Package for a Bang & Olufsen stereo, cruise control and ambient lighting, plus the leather seats get a £795 diamond-stitched finish. The £1,795 Technology Pack adds an HDD sat-nav with Audi's MMI Touch system that allows you to write an address with your finger.

Elsewhere, there are red painted brake calipers (£325), a Carbon sigma finish for the engine (£495), electric-folding and body-coloured door mirrors (£375) and privacy glass (£290). Added together, these extras take the price from an already steep

"The 2.5-litre engine delivers the same howl as the Quattro S1's that shivers down the spines of rally fans"

£39,955 to an eye-watering £51,185. So, can you justify spending over £50,000 on what is essentially an Audi A3?

Well, the Audi looks and feels the part, with the interior using high-grade materials. Then there's the performance. Audi claims the RS3 will sprint from 0-62mph in just 4.3 seconds – and it feels that fast in the real world, too.

Any niggles? It turns out that squeezing in a five-cylinder engine doesn't leave much

room for a battery. So, Audi has had to relocate it to the boot, thus reducing capacity to a cramped 280 litres. Oh, and even with the dampers in their softest setting, the RS3 has a very firm ride.

Still, I'm not going to let these issues spoil my enjoyment of this fast and unflappable car, and over the coming months I'll be finding out whether it deserves to share wall space with its legendary ancestor.



Audi RS3

FIRST REPORT Will Audi's up to the legend of its rally-



Interior is high-quality, but options including MMI Touch and stereo upgrade are pricey



Flared wheelarches and sports exhaust help the RS3 to look and sound the part

Essentials

Audi RS3 Sportback

On fleet since: August 2015

Price new: £39,955

Engine: 2.5-litre five-cylinder turbo, 361bhp

CO₂/tax: 189g/km/£265

Options: Metallic paint (£550), Nappa leather trim (£795), Comfort and Sound package (£1,150), Dynamic package Plus (£2,495), Technology Package (£1,795), Audi Phone Box (£325), black styling pack (£695), privacy glass (£290), red brake calipers (£325)

Insurance: Group: 40 Quote: N/A

Mileage/mpg: 2,495/26.4mpg

Any problems? None so far



Otis Clay

WE LIKE Audi's MMI controller features a touch-sensitive top which lets you write letters and numbers with your finger, making address input easy



WE DON'T Boot space is small, but back seats do fold flat. Rear seats are reasonable, too, although the RS3's firm ride spoils passenger comfort



Verdict

WITH its five-cylinder engine, scorching performance and four-wheel drive, the RS3 is as close to the eighties Quattro as you'll get. Yet it's also luxuriously appointed and refined. The cramped boot and firm ride are frustrating, but overall this is a fast and characterful hot hatch.



Performance

0-62mph (official)
4.3 seconds



Practicality

Boot capacity
280 litres



Running costs

26.4mpg (on test)
£61 fill-up

hottest hatch live
winning ancestor?



Instruments provide a clue to the RS3's performance and top speed of 174mph

Second opinion

"The five-cylinder engine gives the RS3 a shot of character that helps it stand out. The stupendous performance has to be experienced to be believed, but would you really spend over £50k on a hot hatch when talented rivals are available for less?"



Sean Carson Senior Road tester

Boot space

Five-cylinder engine up front pushes the battery to the boot, meaning less room for family essentials





"It's comfortable and easy to drive, yet roomy enough for my growing sons to stretch out in back"



Darren Wilson
Darren.Wilson@dennis.co.uk

IT'S been a busy few months for the Suzuki Vitara. Our family-friendly crossover has been put to the test with a series of summer holiday runs, weekends away and has even been used as an impromptu changing room!

We all know that second-guessing the British weather is pointless, so packing for a UK holiday involves doubling up on clothes and gear. Also if like me, you like to save a few pounds, then the weekly family shop usually makes the trip, too.

Thankfully, the Vitara swallowed all of this when my family took it on a boating holiday. It was tight, though, as I used all 375 litres of storage, plus the underfloor boot and rear seat space for a guitar and a coolbox.

Getting about this summer has been hassle free, as the Vitara is a lesson in simplicity. It's comfortable and easy to drive, yet is roomy enough for my growing sons to stretch out in the back with all of their assorted gadgets.

The sat-nav has also been very easy to programme, although I've found the screen awkward to follow. The map appears in a letterbox, due to the additional information displayed at the top and bottom of the screen. So while the system works fine, I can't zoom in to an acceptable level to get all the information I want about my route.

The nav also seems a bit cheap, and it's not the only part of the car that lacks a premium feel. I've been a bit frustrated by

Suzuki Vitara

SECOND REPORT Crossover's a splash hit on boating holiday



CO₂/tax
106g/km
£20 or 19%



BIG HIT

Darren, wife Dawn and sons George and Harry were able to fit all their luggage in for a week of boating in the Midlands. It's possible to adjust sensitivity or even switch off brake-assist system (below)

the brake-assist system, too. It's designed to alert drivers of potential obstructions, but the system is very sensitive. It's been set off by traffic islands, a roadside skip and even speed bumps. These hazards are worth being aware of, but the warning buzzer can get irritating. And yes, you can turn it off, although doing so is just asking for trouble.

Suzuki did recall the car for a recalibration of the radar sensor last month, and the software update only took an hour, but the system remains sensitive. In terms of value

for money, the Vitara is proving a hit, both with its standard kit list and running costs. A fill-up is around £54, while economy of 50.1mpg is great news for the family budget.

So how did our SUV double up as a changing room? Well, the great British weather served us up a typically biblical summer downpour. The children changed in the rear seats and boot, while the parents waited patiently (and damply) in the front, with plenty of room for all. Great memories in a great car of a great British summer.





Essentials

Suzuki Vitara 1.6 DDiS SZ5

On fleet since:	June
Price new:	£19,999
Engine:	1.6-litre 4cyl, 118bhp
CO ₂ /tax:	106g/km/£20
Options:	None
Insurance*:	Group: 17 Quote: £507
Mileage/mpg:	5,786/50.1mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Rear seats are spacious, although roof height is tight for six-footers due to the huge sunroof. Flexible luggage area has plenty of space for a family of four's belongings



WE DON'T The sat-nav works well, but the letterbox screen display isn't very large, making it hard to view surrounding roads when you're zoomed in



Verdict

THE Vitara is proving to be a fine family car. It's well equipped, economical, practical and easy to drive. And although some of the tech and trim aren't top quality, a standard kit list that many manufacturers would envy ensures it's a great-value proposition.



Second opinion

"The latest Vitara has abandoned the previous model's utilitarian off-road positioning in favour of the crossover market, but the change has paid off, with a similar amount of practicality mated to far lower running costs."



Dean Gibson
Deputy road test editor



Practicality

Boot (seats up/down)
375/710 litres



Running costs

50.1mpg
£56 fill-up



Fleetwatch



Honda CR-V

THE latest arrival on our fleet is a facelifted Honda CR-V. As well as tweaked looks, it features a Garmin sat-nav system (above) that's already proving its worth. Deputy news editor Richard Ingram frequently drives to Heathrow Airport, and as a test of in-car nav systems, he always inputs Terminal 5 as his destination. The 11-mile journey is hardly complicated, but it gives him the opportunity to test a sat-nav's accuracy and ability to re-route around the busy M4 and M25.

Rich was pleasantly surprised by our Honda on a recent trip, as the system directed him down a one-way side road that saved at least 10 minutes by avoiding the congested Chiswick roundabout in west London. It's a route Rich was already aware of, but one that every other sat-nav has refused to recognise whatever the traffic conditions – it seems rival nav systems can be too slow to react to traffic changes. However, for once, we won't be rummaging around for a map with the CR-V. As a result, we'll be following the Garmin more religiously in the future.



Brake pedal on our Renault Twingo seems to have lost some of its bite

Renault Twingo

OUR Twingo has been getting around recently, eating up city miles with several Auto Express members of staff. But while venturing out of London on a long journey, senior road tester Sean Carson uncovered a foible.

Since he last drove the Renault three months ago, the brake pedal has lost its initial bite. He reported that on country roads you really have to squeeze the middle pedal to get the car to slow down. There's a dead zone at the top of the travel, which means there's not much stopping power when you initially apply the brakes. This can make for some heart-in-mouth moments as you rush towards the car in front not scrubbing off any speed, so you end up pushing harder and forcing the Twingo to stand on its nose. As you can imagine, it's not a comfortable way to travel.

However, coming back into busy London streets, the Twingo's tight turning circle and manoeuvrability came into their own once more, reminding us why we like Renault's fresh and funky city car so much.

Our fleet INDEX

Audi RS3 Sportback
New arrival

Citroen C4 Cactus
Issues 1,365, 1,374, 1,385

Fiat 500X
New arrival

Ford Mondeo
Issues 1,373, 1,377

Honda CR-V
New arrival

Lexus NX 300h
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Mazda 2
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Range Rover Sport
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SEAT Leon X-Perience
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Skoda Octavia Scout
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Suzuki Vitara
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Toyota Verso
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**THIS WEEK'S
HOT KIT**

LEGENDARY FERRARI'S A REAL BLOCKBUSTER

NEW PRODUCT

LEGO Ferrari F40 Creator Set

RRP: £69.99

Contact: 0800 5346 1111, www.lego.com

A MODEL is the closest many of us will come to our dream car, and LEGO's latest effort to fulfil our wishes is the Ferrari F40 Creator set. It takes the classic red racing chassis – the last work produced under the direction of Enzo Ferrari – and shrinks it from its 4.36-metre length to a 27-centimetre replica.

It faithfully imitates the distinctive rear end and unique headlamps in fine detail, with a total of 1,158 components. The F40 has two complex opening panels – the engine cover and the front hood – and LEGO says advanced building techniques were needed to make them come together. Clearly, it was no mean feat to create such lines and a hinged rear hatch from bricks.

This model looks the part and even has a can of spray included, rather than a spare tyre – just like in the original. It's available from selected stores and online at www.lego.com/shop for ages 14-plus.



LEGO's Ferrari F40 model is made out of 1,158 components, with the doors, engine cover and front hood all fully operational



**Cat
Dow**

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q All-season tyres for 1 Series

I HAVE a 2012 BMW 116d with 205/55 R16 91V summer run-flats. I want to fit all-season tyres, but the only versions I can find are Vredestein Quatrac 3. Can you suggest any others?

David Shaw, E-mail

A IN our all-season tyre test (Issue 1,387), Nokian Weatherproof was the Best Buy, with Goodyear Vector 4Seasons our Recommended choice. But neither is sold in a run-flat design to suit your car. Still, Vredestein's Quatrac 5 fared well on snow and in the dry in our test, and the run-flat Quatrac 3 should be a strong performer, too.

Q How to shift egg stains

MY car was egged by vandals recently, and despite having cleaned it three times, I still keep finding traces of egg. Is there a product that I can use to get rid of it once and for all?

Suzie Collins, E-mail

A TRY a bug cleaner like Simoniz Insect and Tar Remover (tested in Issue 1,369). These products work well on bird droppings by softening and loosening them for easy removal, and should be just as effective with egg. Alternatives would be a solvent like Autoglym's Intensive Tar Remover.

Q Alloy protector issues

WHEN I had a flat tyre replaced, the fitter didn't know how to fit it with my AlloyGator in place. So the tyre was left protruding from the rim. I now have to pay £30 for a new one. What can I do?

Leslie Towner, E-mail

A ALLOYGATOR assured us its high standards mean it carefully selects approved fitters. While tyres can be changed without removing the wheel protector, if it is damaged, the company suggested changing the AlloyGator to look after the rim. It said you can call 0845 0707 078 to discuss the issue with its customer services.



HAS BEST GOT BETTER WITH FLAGSHIP TYRE?

FIRST TEST

Continental SportContact 6 tyres

Price: TBC Rating: ★★★★★

Contact: 01895 425900, www.continental-tyres.co.uk

CONTINENTAL set out to create the "sportiest SportContact ever" when replacing its flagship road tyre. With the new SportContact 6, engineers aimed to improve dry road grip and steering precision without compromising the wet grip of the old ContiSportContact 5 P – and we put it to the test to see if they've succeeded.

All areas of the tyre have been tackled, starting with the Black Chilli compound, revised for better grip through improved meshing and adhesion with the road surface. The asymmetric tread has solid central ribs for precise, rapid steering with large tread blocks on the outer shoulder, which interlock under cornering for great stability.

Continental's continued support of the tuning market led to the introduction of a new casing material, called Aralon 350. This mix of aramid and nylon fibres means the SportContact 6 is good for up to 217mph. Rain hampered our dry-focused session, allowing only wet track running, but it was easy to see engineers had struck the right compromise between sharp, direct steering and overall balance. It was also clear the tyre had retained the wet weather ability of the 5 P.

An initial range of 50 sizes will go on sale by the end of the year, and the SportContact 6 is likely to be priced in line with the outgoing tyre.



Solid central ribs in tread, with large tread blocks on outer shoulder, deliver precise steering and great cornering stability



NEW PRODUCT

Osram LEDGuardian Road Flare

RRP: £17.99 Contact: 01744 812221, nightbreakerunlimited.co.uk

AS the evenings begin to close in with autumn nearly here, it's time to think about boosting visibility on the road.

Lighting expert Osram has launched its LEDGuardian Road Flare. The compact light can be kept in the car and used to make you visible in any roadside emergency situation.

If you break down on the hard shoulder, for example, this durable dirt-resistant plastic light can be fixed to the car with its magnet or hook, and its long-lasting LEDs will be visible to other road users up to 240 metres away. It has three settings: rotating amber flashing, solid non-flashing amber and a white torch mode. Three AAA batteries are supplied.



LED Road Flare can be fixed to your car if you break down, and has three modes

news, deals & events



New weather alert service for drivers

TRAFFIC data supplier INRIX has developed a new service to alert drivers to dangerous weather conditions on the road, which are said to account for around 8,000 fatalities a year in Europe.

INRIX Road Weather provides notifications every 15 minutes on surface conditions, rain and visibility across Europe and North America.

Once integrated into cars, this cloud-based service promises to help keep drivers safer by aiding road maintenance and traffic management services. It will also be available in INRIX's forthcoming traffic app.

DENSO distribution deal signed in UK

SOLID Auto has been made official distributor for aftermarket products from DENSO, and aims to supply UK owners of Japanese and Korean cars.

The first DENSO product line will be spark plugs, with filters, brake pads, discs and clutches set to follow.

Mark Price, managing director of the company, based in Halesowen, W Mids, said: "Solid Auto has proven itself as a leading supplier of OE brands for many years." Log on to www.solidautouk.co.uk for details.

Inessa brings rally glamour to Wiltshire

THE UK's largest rally event hits the Castle Combe race circuit in Wiltshire this weekend (19-20 September).

Rallyday hosts a collection of top rally cars, with track sessions for club members. Stars including glamorous driver Inessa Tushkanova will help mark the event's 15th anniversary.

The action starts at 9am, with tickets from £15 – less in advance. Click www.rallyday.com for info.

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0203 538 5189

Mini test

NEW PRODUCT

Chemical Guys Medium Clay Bar

Best price: £8.95 (plus £8.95 Luber lubricant)
Contact: www.chemicalguysuk.com

THIS 100g clay bar comes in a resealable plastic package, which isn't quite as robust as Bilt-Hamber's product. It's tough to cut, although its malleability improves with the heat of your hands.

We used Chemical Guys Clay Luber, which doubles the price, yet meant the clay bar needed significantly less effort for a better finish on both the bonnet and the windscreen. In fact, the result on the glass was exceptional.

The silver clay leaves a brown residue on both clay and panel, as it works away the grime, but also picks up any lint left from drying cloths. However, if you do go for both products, it's pricey.

Rating: ★★★★★



PRICE £17.90

Which clay bar is the smoothest operator?

Cat Dow

CAR cleaning can be time consuming and expensive, but getting that perfect finish is worth it. However, even using shampoo doesn't remove all the grit and grime that can spoil paintwork and devalue your car in the long term.

That's where claying comes in, as it leaves the smoothest finish around. The clay, usually applied with lubricant, picks

up microscopic debris and leaves a surface ready to be polished and waxed.

We put Chemical Guys' new Medium Clay Bar up against our reigning champ, Bilt-Hamber Auto-Clay. We sectioned off a freshly washed bonnet and windscreen, then compared results as well as prices online at the time of going to press.

But while the newcomer is capable, Bilt-Hamber still sets the clay bar benchmark.

"Claying picks up debris and leaves a surface ready to be polished and waxed"

PREVIOUS WINNER

Bilt-Hamber Auto-Clay

Best price: £10.95
Contact: 01277 658899, biltthamber.com

ALTHOUGH the regular blue-boxed Auto-Clay won our initial test, here we tested the black-boxed 200g medium version, as it was a better match. The grade makes it more abrasive, so it should remove tougher debris. It's also better value, as it uses water for a lubricant. Plus, it comes in a resealable plastic box to keep the clay clean.

Like its rival, you mould it into a flatter shape to give more surface area. However, there was more debris left behind than with the Chemical Guys kit, meaning it was a bit more effort to get a similar result. Still, it's easy to spot what needs working on and the saving in price is worth the extra elbow grease.

Rating: ★★★★★



PRICE £10.95

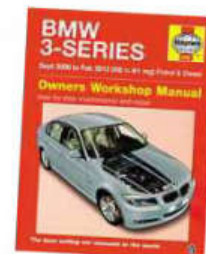
books, apps & games



BMW 3 Series

Martynn Randall (Haynes Publishing, haynes.co.uk)
Price: £15 (hardback) **Rating:** ★★★★★

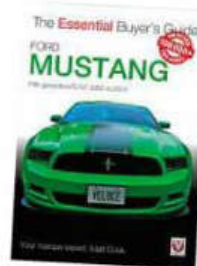
BMW celebrated 40 years of its best-selling car by bringing out a facelifted 3 Series this year, and Haynes has released an Owners Workshop Manual covering models made from 2008 to 2012. The comprehensive approach of the publisher's manuals isn't lost in this chunky guide, with clear black and white photos, while a key allows drivers to understand exactly how complicated tasks are.



The Essential Buyer's Guide: Ford Mustang

Matt Cook (Veloce Publishing, www.veloce.com)
Price: £12.99 (hardback) **Rating:** ★★★★★

THIS guide to buying and maintaining an S197 Ford Mustang, covering cars between 2005 and 2014, is great. Comprehensively put together with a cheeky sense of humour, it helps you select the right car for your lifestyle and informs you about what issues to look out for, how to buy at auction and more useful tips. It also advises you on the pitfalls of embarking on a Mustang restoration project.



Nifty Drifty

Available for: iOS
Price: £1.49 **Rating:** ★★★★★

THIS highly addictive game is best played on an iPad. The bigger screen lends itself well to drifting trucks and cars around various 2D tracks in time-trial scenarios. Hit the wildlife, and you'll lose time. Lovely bright colours make it great for younger kids, too.



App of the week



Zap-Map

Available for: iOS, Android
Price: £2.29 **Rating:** ★★★★★

NEXT Green Car's Zap-Map app shows EV charging points in the UK, and users can add info about whether hook-ups are working. It's clear and easy to navigate, with a red outline showing offline points. However, it can crash and the website offers the same service free.



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WEEK 33 AUDI R8 V10

WEEK 32 RR VOGUE

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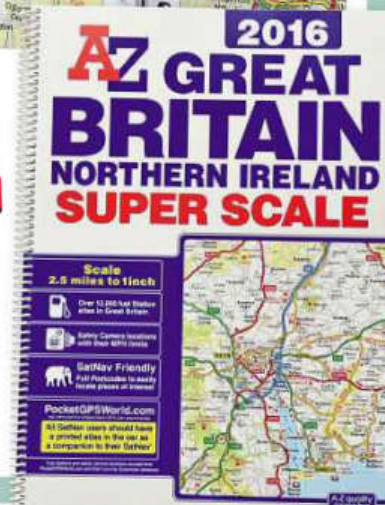


AZ 2016 Great Britain & Northern Ireland Superscale

Best price: £14.95 Rating: ★★★★★

Contact: 01732 783422, www.az.co.uk

BEST BUY THIS spiral-bound Superscale atlas is a clear winner. The 2.5 miles-per-inch (mpi) scale and bright colours make it very easy to read. As with all AZ products, it lists postcodes of points of interest (POIs), so it can be used in conjunction with sat-navs. Plus, you get fantastic local detail, with 70 town maps, main route maps for London, Birmingham and Manchester, as well as eight airport plans and 13 port plans – all of which makes this atlas incredibly comprehensive and great value.



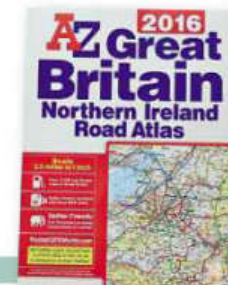
AZ 2016 Great Britain & Northern Ireland Road Atlas

Best price: £10.95 Rating: ★★★★★

Contact: 01732 783422, www.az.co.uk



RECOMMENDED UPDATED version of our 2013 test winner is threadbound, but still uses the same high-grade paper stock and features top-quality content. Bright colours and a good amount of detail around speed camera locations and limits – as found in the Superscale and smaller AZ atlas – help to make up for the smaller 3.5mpi scale. It's not as easy to read, but is truly up-to-date, as it claims.



ROAD ATLASES

Which of eight traditional maps keeps you on the right track?

PRODUCT GROUP TEST 16 | 9 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.



AE Cat Dow

EVEN though we're pouring technology into our cars these days, you can't go far wrong if you have a trusty road atlas to hand. A recent survey by audio specialist Harman found 'getting lost' is the top cause of arguments in the car.

Sat-navs with dead batteries or misguided routing no doubt contribute to a number of motorists' short tempers. So which of these eight atlases will keep you going in the right direction – and maintain a sense of calm in the cabin?

How we tested them

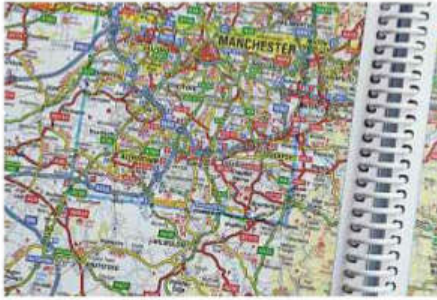
IN an atlas, we're looking for good-quality, up-to-date maps that are clear and easy to read. Extra features add value to the package, so those with tourist and travel information, speed cameras and limits and motorway junction numbers scored points. We also looked at the scale, as well as the quality and detail of town and city maps, plus, of course, the price, from a range of sources as we went to press.



Verdict

BEING up to date is obviously key for an atlas, and AZ was the winner here. Only its maps included the new layout at J10/10A of the M1, for example, helping it to a clean sweep.

1. AZ Great Britain & Northern Ireland SuperScale
2. AZ Great Britain & Northern Ireland
3. AZ Great Britain Road Atlas

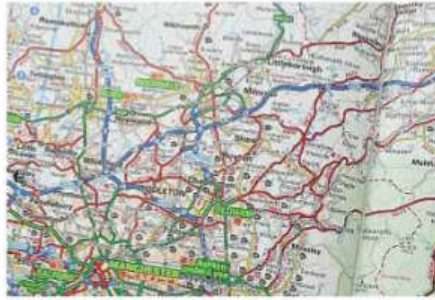
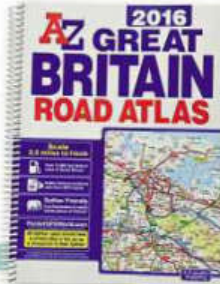


AZ 2016 Great Britain Road Atlas

Best price: £12.95 Rating: ★★★★★
Contact: 01732 783422, www.az.co.uk



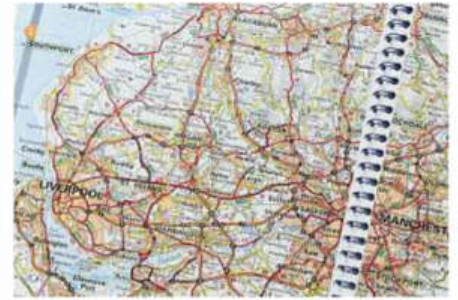
RECOMMENDED SITTING somewhere between A4 and A5 in size, this handy atlas suits drivers who prefer to keep their map in the glovebox or door pocket, rather than the rear seat pocket. It features a handy bookmark-like flap that serves conveniently as a key. And it carries over many of the benefits of our Best Buy and runner up; the difference is that this one doesn't feature any maps of Northern Ireland or the Republic of Ireland. Paper quality is good, though.



AA 2016 Easy Read Britain

Best price: £10.49 Rating: ★★★★★
Contact: 01903 828535, www.theaa.com/shop

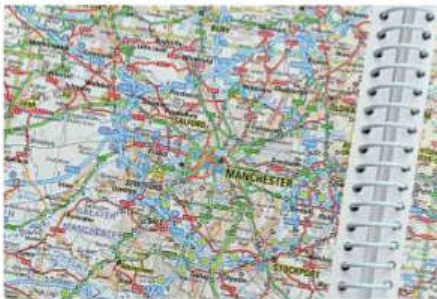
WE were expecting a little more from this best-selling road atlas. It's now celebrating 30 years in publication, and the hefty bound map is comprehensive in its road coverage. It doesn't have any detailed town mapping, although you do get an easy-to-read index. Plus, as well as ferry routes, there's contact information for the ferry operators, which is a nice touch. Speed cameras and their limits, M-way junction numbers and POIs complement the bright colours of this map with its 2.3mpi scale – the biggest on test.



Michelin 2016 Main Roads Atlas: Great Britain & Ireland

Best price: £7.99 (£8.99 spiral) Rating: ★★★★★
Contact: 01923 205240, travel.michelin.co.uk

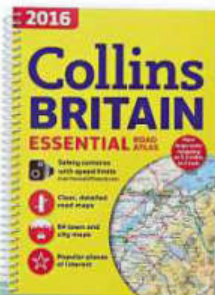
AT first glance, this doesn't look great. Paper quality is thinner than rivals' and the mapping style and colour appear dated. Plus, it doesn't feature speed cameras or limits. However, it's the only product here to thoroughly map Britain and all of Ireland. It's also nearly half the price of the others, none of which – AZ apart – has fully up-to-date maps. With ferry routes marked and 52 towns mapped in detail in convenient insets, this isn't bad if you're after a back-up to your smartphone.



Collins 2016 Britain Essential Road Atlas

Best price: £9.79 Rating: ★★★★★
Contact: 020 3014 4155, www.harpercollins.co.uk

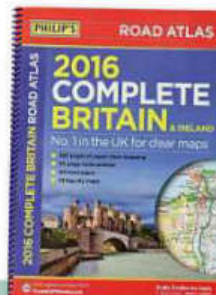
THIS atlas from Collins features a total of 21 town approaches, as well as 64 town and city maps and six airport plans. You also get a decent index, speed cameras, plus it features maps of the Channel Tunnel terminal, and ferry journey times on top of ferry routes, which is helpful. The 3.2mpi scale is easy to read with the brighter colours, and the coded pages are easy to navigate.



Philip's 2016 Complete Britain & Ireland

Best price: £13.48 Rating: ★★★★★
Contact: 020 3122 6400, www.octopusbooks.co.uk

ONE of the pricier atlases, this isn't as 'complete' as the publisher might want you to think. For example, there are only two pages, out of 228, dedicated to the whole of Ireland. In addition to this shortfall, the mapping wasn't as up-to-date as in the best atlases on test. The colours are less bright, although some drivers might prefer this. Speed camera locations are present, but the disclaimer says the scale inhibits accuracy. The town plans are also incredibly small.



Philip's Navigator Britain

Best price: £13.59 Rating: ★★★★★
Contact: 020 3122 6400, www.octopusbooks.co.uk

IT claims to "include what sat-nav doesn't", yet this latest Navigator atlas disappointed in our test, failing to incorporate, for example, the new Luton Airport road layout. Hardly a dealbreaker, although the colours aren't as bright as the winners'. The paper isn't up to the same quality, either, and with up to nine town maps to a page, the text is difficult to read – it would be really hard in the dark. Still, unlike its rivals, it does give good indications of hamlet and town layouts, and its 3.15mpi scale lends itself to this.



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Alfa Romeo Giulietta

YOU TELL US... Stylish hatch is great to drive, but finish is poor

**69th
PLACE**

2015 Results Giulietta Factfile

Years: 2010 to date **CO₂:** 131g/km
Fuel economy: 496mpg (1.4 TB MultiAir)
Best features: Cruise control, stop/start, hill start assist, USB connectivity, sat-nav
Prices: From £5,795

OVERALL SCORE 88.35%
Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1
RELIABILITY					138
BUILD QUALITY					176
RUNNING COSTS					58
PERFORMANCE					12
ROAD HANDLING					38
RIDE QUALITY					124
EASE OF DRIVING					159
SEAT COMFORT					123
PRACTICALITY					120
IN-CAR TECH					89

GOOD

"A LOVELY car to drive and the brakes have lots of feel."

"The engine has lots of grunt for overtaking and the twin-clutch gearbox works well."

"It's a comfortable car to drive on longer journeys."

"I get great efficiency from my Giulietta – it's both fun and economical."

"The infotainment system is brilliant and easy to use."

"I love the styling behind the Giulietta – something different from all the rest."

"The 21,000-mile service interval helps to keep running costs low."



NOT SO GOOD

"It has a lot of rattles, which can prove irritating."

"The dealer network leaves a lot to be desired."

"There's too much plastic inside."

"I've had two electrical wiring loom replacements in just 13 months."

"The MultiAir system is unfortunately prone to occasional hiccups."

"Bits and pieces are starting to come off, such as door seals, the gearknob and other small items."

"I've had a few coolant leaks in my Giulietta."

How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower



**Martin
Saarinen**

Got any car queries?

Martin_Saarinen@dennis.co.uk
@AE_Consumer

Q Shifting concrete from Corsa

MY grandson accidentally drove his Vauxhall Corsa through wet concrete. The concrete splashes have now hardened and won't come off. Any ideas on how I can remove them?
David Lawrence, E-mail

A AN old remedy that works is to spray the splashes with vinegar and slowly rub the paintwork with a cloth. Alternatively, some companies provide specialist solutions for removing concrete from cars, but it's best to contact your Vauxhall garage before applying.

Q Noisy steering on Audi

MY 2002 Audi A4 makes a creaking noise whenever I turn the steering wheel while driving. I'm worried that there's an issue with the steering. What do you think?
Keith Brown, E-mail

A IT'S likely that you're low on power-steering fluid. Pop your bonnet and see whether the levels are low. Your local Audi garage will be able to tell you which fluid to buy if you need to top up. Otherwise, the problem could be with worn suspension bushes.

Q Peugeot engine dilemma

I'M thinking of upgrading my 2010 Peugeot 207 to a new 208. Bearing in mind I only do 5,000 miles a year and I'm not a fan of diesels, which engine should I go for?
Daphne Isom, E-mail

A WE would recommend the 1.2 PureTech – it's a three-cylinder turbocharged petrol engine. It's more powerful and better to drive than the 1.0-litre petrol, and offers near-identical economy. There is a 1.6-litre petrol, but that's only available in the 205bhp GTi version.

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Warrantywise

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NEED TO KNOW

Autos account for around a tenth of all i10s, but we'd stick with the manual unless you're doing only urban driving.

BUYER'S GUIDE: Hyundai i10 Mk1

FROM £2,800 Reliable, well equipped city car looks top value as a used buy

AE Richard Dredge

BUYING a city car used to mean settling for a low-spec model that made do without even the most basic equipment. But these days, buyers expect much more from their small cars, and the Hyundai i10 is the proof.

Even though this is one of the smallest cars on the road, the original i10 of 2008 had decent standard kit and a long warranty, plus levels of reliability and quality that you can't take for granted at this end of the market.

Admittedly, this city car is starting to look dated – more impressive choices have been launched since its arrival, and it was replaced in 2014 by a far superior Mk2. But with prices starting at under £3,000, the original i10 can still make a great used buy.

History

THE i10 arrived in April 2008, as a five-door hatchback with a 1.1-litre petrol engine only, although there was a choice of five-speed manual or four-speed automatic gearboxes.

Just five months later, a 1.2-litre petrol engine debuted, with more power and

torque, but the same fuel consumption and CO₂ emissions. The ES special edition appeared in May 2009, six months before the limited-run i10 Edition arrived.

More significant was the revised i10, which went on sale in March 2011. The highlight was a new eco model, the Blue, with its 1.0-litre petrol engine replacing the 1.1-litre unit. It emitted only 99g/km of CO₂.

At the same time, Active trim replaced Comfort, and the 1.2-litre engine's CO₂ emissions and fuel consumption were cut.

Which one?

THE 1.2 feels a lot more punchy than the 1.1-litre, so we'd go for the bigger engine. Interestingly, due to the i10's popularity as a city car, there are lots of category C and D write-offs, which distort values at the lower end of the market. Buy with care.

The entry-level i10 is the Classic, which comes with air-con, electric front windows, central locking, dual airbags, six speakers, MP3 and auxiliary inputs, plus steel wheels. Comfort/Active adds electric rear windows,

remote central locking, a height-adjustable driver's seat plus an intermittent rear wiper.

The range-topping Style also comes with 15-inch alloy wheels, heated front seats, an electric sunroof plus a rear spoiler.

Alternatives

FOR a city car that's cheap to buy and fun to drive, consider the Mk1 Citroen C1, Peugeot 107 and Toyota Aygo, which were jointly developed and built. Equally good value is the second-generation Ford Ka; it's also in plentiful supply, although kit is miserly and it isn't as thrilling to drive as you'd expect. There's a diesel Ka, but the petrol model is more fun and nearly as economical.

The i10's Kia Picanto sister car is really cheap to run and well built, plus you get five doors, even if there's not much room inside. If you have deeper pockets, check

out another trio of co-developed city cars: the Volkswagen up!, SEAT Mii and Skoda Citigo. All are impressive, but as they didn't arrive until 2012, they're more costly to buy.

Verdict

OUR Driver Power 2015 satisfaction survey shows the original i10 has been left behind, but that's not to say it's not a good used buy.

Whether you're looking for a first car or an ideal urban runabout, the Hyundai should be on your shortlist – it was good enough to be crowned Best City Car at our New Car Awards in 2010 and 2011.

At the time we said: "The i10 has the feel of a big car inside, while its composed driving dynamics mean it's as at home on the open road as on congested city streets."

That hasn't changed, even if the bar is now even higher in the city car market.

"Whether you're looking for a first car or an ideal urban runabout, the i10 should be on your shortlist"



NEED TO KNOW

Some owners, especially those much over six feet tall, have found the seats uncomfortable.

NEED TO KNOW

Motorway journeys can be hard work as the i10 tends to get blown about by strong crosswinds.

Thanks to reader Malcolm May from Southampton for the loan of the i10 in our pictures.

Own a second-hand car in great condition and want it featured in an Auto Express buyer's guide? Get in touch via mail@autoexpress.co.uk

Brake wear

SOME early cars can suffer from premature wear of the braking system because of the master cylinder not being set up properly.



Tom Wood

Headlights

THE headlight beam adjustment switch can fail, and make an annoying buzzing noise; some replacement switches are no better, though.



Clutch

MAKE sure that the clutch feels okay, as there's no shortage of i10s that suffer from judder through the pedal; dealers are able to fix this, however.



Interior

THE i10's interior trim has been built down to a price, so it can get damaged all too easily. Watch carefully for worn or broken parts on any potential buy.



Performance

0-62mph/top speed
12.8 seconds/102mph



Running costs

56-61mpg (1.2)
£40 fill-up



CO₂/tax

105-119g/km
£20-£30



www.autoexpress.co.uk/driverpower

OUR VIEW

THE i10 Mk1 didn't finish in the top 100 in any category of our Driver Power satisfaction survey this year. It ranked 104th for running costs, 146th for seat comfort and 161st for build quality and reliability. That's in stark contrast to the latest car, which came third overall in the 2015 poll.

YOUR VIEW

DAISY Pritchard from Cardiff owns a 2009 i10 1.1-litre. She told us: "The car has been very reliable and it's great for local journeys as it's easy to park and is incredibly cheap to run. It needs more power, though; the small engine makes hard work of longer journeys. Still, it's surprisingly well equipped for such a tiny car."



Interior

THE i10's high roof means there's plenty of headroom in the front and rear, while you get seating for five – although three adults will find the back a squeeze. Rear legroom is adequate, and there's more boot space than in most city cars, at 225 litres with the seats up or 910 litres when they're folded.

Contacts

Official
www.hyundai.co.uk

Forums
www.hyundaiownersclub.co.uk
www.hyundai-forums.com
www.hyundaiforum.com

How much?

	13 2013	12 2012	60 2010	09 2009	08 2008
Model					
1.0 Blue	£3,550	£2,995	N/A	N/A	N/A
1.1 Classic	N/A	£4,550	£3,875	N/A	N/A
1.1 Edition	N/A	N/A	N/A	N/A	£2,550
1.2 Classic	£4,995	£4,495	£3,650	£3,095	£2,795
1.2 Comfort	N/A	£4,695	£3,950	£3,350	£2,995
1.2 Style	£5,395	£4,795	£3,995	£3,395	£2,995
1.2 Active	£5,395	£4,795	£3,995	N/A	N/A

THE odd i10 crops up for £2,200, but this is likely to be a category C or D write-off, or have covered over 100,000 miles. You're better off spending £2,800 on a car that's done less than 80,000 miles, although this will still be a 1.0-litre car in Classic trim. An entry-level i10 1.2 with less than 60,000 miles will set you back £3,000 or more.

Spend an extra £300, and a range-topping 59-plate i10 1.2 Style with 75,000 miles can be yours. For £5,000, you can get your hands on a 2012 1.2 Style that's covered just 35,000 miles, or a 20,000-mile 1.2 Style from 2011.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.0	9	67mpg	99g/km	£0
1.1	8-9	54-56mpg	119-124g/km	£30-£110
1.1 auto	8-9	48mpg	139g/km	£130
1.2	10-12	56-61mpg	105-119g/km	£20-£30
1.2 auto	10-12	51mpg	129g/km	£110

THE i10 needed to have its first service after 12 months or 10,000 miles, but all subsequent check-ups were required after a year or 12,500 miles. These alternate between minor and major services, priced at £140 and £280 respectively, although for cars over five years old these costs are cut to £129 and £199. Dealers also offer a basic check-up, which consists of an oil and filter change, plus a visual inspection, for £89.

Every seven years, or 72,000 miles, a fresh cambelt is needed on the 1.1-litre engine (at a cost of £250 or so); the 1.0 and 1.2-litre cars are fitted with a timing chain instead. Fresh coolant is required every four years or 47,500 miles, while the brake fluid needs to be replaced every two years or 22,500 miles.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£55.55	£29.60
Front brake discs (pair)	£116.02	£58.80
Door mirror glass (electric)	£23.22-£36.30	£12.33*
Front wiper set	£27.67	£13.50

Prices for a 2010 Hyundai i10 1.2. Dealer figures supplied by Chambers of Tamworth, Staffs (www.chambersgroup.co.uk). Independent prices from Euro Car Parts (www.eurocarparts.com). *Price from www.wingmirrorshop.co.uk.

Recalls

IMPRESSIVELY, the i10 hasn't been recalled once. Indeed, since its launch in 2008, Hyundai has issued just 11 recalls across its entire model range – that's an average of one every eight months, for cars that go back as far as 15 years. Of its current line-up, there has been one recall each for the ix20, the i30, the Veloster and ix35. That means buyers considering the i10 can focus on the usual checks on service history and mechanicals.

Car hunter

£7,000 to spend on a van-based MPV

Dear Lawrence, I'm looking to replace my Citroen Berlingo Multispace with another no-frills van-based MPV. Space is the priority. What's best for £7,000?

Peter Evans, Exeter

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE FAMILIAR CHOICE



Citroen Berlingo

FOR: Drives well, smart and roomy cabin
AGAINST: Reliability, sluggish performance

If you were a fan of your old Berlingo Multispace, Citroen's latest model should be right up your street. It's less van-like than you'd expect, although its Peugeot Partner sister car is a bit better looking.

Both are more refined than the Fiat Doblo and offer a plusher cabin. The 1.6 HDi isn't that quick, yet it delivers 50mpg. In the classifieds, we managed to track down a 2010 1.6 HDi VTR with 35,000 miles for £6,475.

THE LARGE CHOICE



Fiat Doblo

FOR: Practical and spacious, efficient
AGAINST: Looks, some low-rent trim

IN terms of value for money, you can't go far wrong with a Fiat Doblo. It's not much of a looker on the outside, although none of these cars is exactly stylish. The cabin is more car-like than its rivals' here, despite some low-rent materials, and there's even more space for passengers and luggage alike.

It's not hugely refined or sharp to drive, yet the diesels are punchy and efficient. A 2011 1.6 Multijet Eleganza with 50,000 miles is yours for £6,795.

THE STYLISH CHOICE



Peugeot Partner

FOR: Most attractive choice, decent drive
AGAINST: Reasonably expensive

PEUGEOT'S Partner Tepee is a near-identical version of the Berlingo Multispace, but go for Outdoor spec and you get more rugged looks. The Partner offers the same practicality as the Citroen, plus it's well equipped and, for a car in this class, surprisingly composed to drive.

Prices are higher – as Peugeot dealers can't match their Citroen rivals for discounts when new – yet it all comes down to personal preference. We found a 2012 1.6 HDi 92 Outdoor with 52,000 miles for £6,895.

INTERIOR



INSIDE, the Berlingo is almost identical to the Partner, which means solid build and decent equipment. There's plenty of space for five, too, while the 675-litre boot extends to a massive 3,000 litres with the seats down.



THE Doblo's interior might look the most car-like, but some of the trim is fairly flimsy. The biggest selling point is the space on offer. There's acres of headroom, and boot capacity with the seats up is a huge 790 litres.



IN Outdoor trim, the Peugeot Partner benefits from smarter upholstery than the Citroen Berlingo. Space is still decent, however, although the Doblo has the edge on both models for outright load capacity.

RELIABILITY



CITROEN performed better in Driver Power 2015 than in our previous satisfaction surveys, but 20th still isn't great. Mechanicals are shared with the Peugeot, and diesel versions of both have turbo and flywheel issues.



FIAT finished a lowly 25th in the Driver Power 2015 manufacturer's chart. We haven't heard about too many major issues with the Doblo, although electrical gremlins are relatively common with Fiats of this age.



PEUGEOT fared much better than either of its rivals here in our Driver Power 2015 survey, coming 10th. Still, as the Partner shares its mechanicals with the Citroen, it's likely to suffer from the same problems.

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We have a limited number of pre-owned Outlander PHEVs that are available now at under 10 months old and with less than 10,000 miles under their belts. They still deliver a staggering 148 mpg² and are still exempt from both road tax and the London Congestion Charge³. Make time for a test drive and find out how we can save you £1,000s.

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**REPRESENTATIVE EXAMPLE:
Mitsubishi Outlander PHEV GX4h**

On The Road (OTR) Price	£29,000.00
Customer Deposit	£8,700.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

**UP TO 32 MILES
ELECTRIC RANGE¹**

**148 MILES
MPG²**

**510 MILE
COMBINED RANGE⁴**

**ULTRA LOW
CO₂ EMISSIONS⁵**

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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 27th June to 28th September 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.



Coupé thrills, small bills

These used two-doors promise stylish looks and fun, plus strong economy, but which would we buy?

Renault interior is plain, but has the edge on refinement



Mégane Coupé

80.7mpg (official)
£65 fill-up



Load capacity of 377 litres is generous, while the Mégane is agile and engaging on the move

1 Renault Mégane ★★★★★

RENAULT'S newer diesel is better than this ageing 1.5, but in GT-Line spec, the Mégane Coupé is still a stronger overall package than the compromised CR-Z. Low running costs make it great value, too.



CR-Z's measly 225-litre boot grows to 401 litres with rear seats folded; handling is tidy

2 Honda CR-Z ★★★★★

THE CR-Z is distinctive and rare enough to be a future classic, but it's not as talented as you'd hope. It's fun to drive and brisk, yet the impractical cabin and ride spoil things.

Futuristic, high-quality dash adds to Honda's appeal



Honda CR-Z

54.3mpg (official)
£45 fill-up

Honda CR-Z GT

Years: 2010 to date Engine: 1.5-litre 4cyl, 135bhp
Insurance group: 17 Econ/CO₂: 54mpg/122g/km

Why? Honda's quirky CR-Z combines a clever hybrid drivetrain with bold looks and lots of technology.

Prices from: £5,850

THE CR-Z is the definition of a leftfield choice. And while it was axed in 2014 due to slow sales, this spiritual successor to the original Honda Insight remains an interesting and stylish car.

Under the bonnet, a 1.5-litre petrol engine is boosted by a 13bhp electric motor, which is enough to send it from 0-62mph in 8.5 seconds. It's a mild hybrid system, though, and when the small batteries run flat in hard driving, it loses the performance boost.

The exterior may be fresh and stylish, but the interior is a mixed bag. The high-quality dashboard looks futuristic, yet the layout makes it confusing to operate and rear space is pitiful. You're better off folding the seats permanently to make the most of the boot.

And while the car is tidy in bends and body control is decent, the ride is jittery and the heavy batteries upset the balance. The CR-Z didn't feature in our Driver Power 2015 satisfaction survey, but there are few reported issues and Honda's reliability reputation is great.

RENAULT'S Mégane is a bit long in the tooth, but the sleek Coupé model looks smart inside and out. Although it doesn't have the same distinctive profile as the Honda CR-Z, it looks more coupé-like than a regular three-door hatch – especially in sporty GT-Line trim.

It's a little dark inside with lots of plastic, yet it boasts all the kit you'll need and has better rear visibility than its rival here. There's also room for adults in the back, and the boot is a far more reasonable size. Fire up the 1.5-litre diesel, and you'll be disappointed by the noise, which sounds out of place in a sporty coupé.

The Mégane more than makes up for this clatter at the pumps, though, as it's far more efficient than Honda's hybrid and qualifies for free road tax, too. It's also more refined and comfortable, yet equally as agile and engaging when you're in the mood.

The Renault finished 95th in our Driver Power 2015 satisfaction survey, which is pretty good considering its age and popularity.



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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt) **BAND G:** 151-165g/km CO₂ (£180/£180)
BAND B: 101-110g/km CO₂ (exempt/£20) **BAND H:** 166-175g/km CO₂ (£295/£205)
BAND C: 111-120g/km CO₂ (exempt/£30) **BAND I:** 176-185g/km CO₂ (£350/£225)
BAND D: 121-130g/km CO₂ (exempt/£110) **BAND J:** 186-200g/km CO₂ (£490/£265)
BAND E: 131-140g/km CO₂ (£130/£130) **BAND K:** 201-225g/km CO₂ (£640/£290)
BAND F: 141-150g/km CO₂ (£145/£145) **BAND L:** 226-255g/km CO₂ (£870/£490)
BAND M: Over 255g/km CO₂ (£1100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/60,000 miles

500 - 3657x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: 87th

Eco band	MPG	0-62mph	CO ₂	Insurance group	List price
1.4 TJet 500	G	43.5	7.9	155	£14560
1.4 TJet 595 Turismo	G	43.5	7.4	155	£17990
1.4 TJet 595 Competizione	G	48.7	6.7	155	£19890
1.4 TJet 695 Biposto	G	43.5	5.9	155	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

Mito - 4063x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 155th

1.3 JTDM-2 (85) Progression	A	80.7	12.9	90	£114405
1.3 JTDM-2 (85) Junior	A	80.7	12.9	90	£115505
1.3 JTDM-2 (85) Distinctive	A	80.7	12.9	90	£16745
1.6 JTDM-2 (120) Distinctive	C	65.7	9.9	112	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	£13460
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	£12760
1.4 TB MultiAir (140) TCT D'Active	D	52.3	8.1	124	£21770
1.4 TB M'Air (170) Q'oglio Verde	D	52.3	7.3	124	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDM-2)

Giulietta - 4351x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 159th

1.6 JTDM-2 (105) Business	B	70.6	11.3	104	£19080
1.6 JTDM-2 (105) Progression	B	70.6	11.3	104	£19500
1.6 JTDM-2 (105) Distinctive	B	70.6	11.3	104	£20750
2.0 JTDM-2 (150) Business	B	67.3	8.8	110	£20380
2.0 JTDM-2 (150) Distinctive	B	67.3	8.8	110	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	£21200
1.75T (240) TCT Q'oglio Verde	G	40.4	6.0	162	£28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDM-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A £51500
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4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	£56950

D5 - 4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A £75150
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B7 - 5032x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A £98800
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XD3 - 4651x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£46800

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 646644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	£501299
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Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	£50139155

Auto: add £5000, Vantage Roadster: add £9000 (not N430)

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.5	333	£50140887
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Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	£50194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 886 / Dealers: 121
Warranty: 3 years/60,000 miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	£14355
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	£16330
1.6 TDI (116) SE 3dr	A	60.7	9.4	92	£15430
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	£16730
1.6 TDI (116) Sport 3dr	A	60.7	9.4	92	£17405
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	£18725
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	£19520
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	£19400
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	£325420

S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	£18615
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	£19915
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	£20765
1.6 TDI (110) ultra SE 3dr	A	63.1	10.5	89	£20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	£22215
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	£22265
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	£23615
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	£24885
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	£30980
2.5 TFSI (367) quattro RS3 Sp'back J	J	34.8	4.3	189	£409950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	£30340

S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, Sportback: add £620, Saloon: add £1545, Cabriolet: add £5360, SE Technic: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 (NEW) - 4726x1842mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.4 TFSI (150) SE	D	54.3	8.7	126	N/A £25900
2.0 TFSI (190) SE	D	51.4	7.2	127	N/A £27700
2.0 TDI ultra (150) SE	A	74.3	8.9	99	N/A £29150
1.4 TFSI (150) Sport	D	54.3	8.7	126	N/A £26850
2.0 TFSI (190) Sport	D	51.4	7.2	127	N/A £28650
2.0 TDI ultra (150) Sport	A	74.3	8.9	99	N/A £30100
2.0 TDI ultra (190) Sport	B	72.4	7.7	102	N/A £31000
3.0 V6 TDI (218) S tronic Sport	B	67.3	6.6	109	N/A £34250
3.0 V6 TDI (272) S tronic S line	E	55.4	5.3	134	N/A £38950
3.0 V6 TFSI quattro S tronic SE	I	36.7	5.0	179	£40085
4.2 V8 TFSI Sport	L	25.4	4.7	249	£415695

S tronic auto: add £1530 to 2.0 TFSI and 2.0 TDI, Avant: add £1400, quattro: add £5350 to 2.0 TFSI (190) S tronic, add £1430 to 2.0 TDI (190) 3.0 V6 TDI (218) (not SE), S line: add £1085 to Sport (not 1.4 TFSI)

A5 Sportback - 4712x4718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	£30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	159	£34730
2.0 TDI ultra (136) SE Technik Sdr	B	67.3	9.5	109	£41385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	£38155
2.0 TDI (150) m tronic SE Tech Sdr	D	58.9	9.4	127	£43340
3.0 TDI (245) Sport S tronic S line Sdr	G	48.7	6.2	152	£41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	£42990

S tronic auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technic: add £1530 to SE, S line: add £2300 to SE, Black: add £1290 to S line

A6 - 4933x4979x1874x1936mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 54th

3.0 BITD quattro tiptronic SE	G	47.1	5.0	159	£46125
4.0 V8T quattro S tronic SE	K	30.7	4.4	214	£756000
4.0 V8T quattro tiptronic RS6 Avant	K	29.4	3.9	223	£77995
S tronic auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI					
(218), A6 Avant: add £2000, 5 line: add £2410-£2450 to SE, Black					
Edition: add £2175 to 5 line					

A7 Sportback - 4974x1911mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

The new
BMW 3 SeriesThe Ultimate
Driving Machine

bmw.co.uk



THE NEW BMW 3 SERIES.

**BMW 318d M Sport Saloon.
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(PLUS INITIAL RENTAL*).**

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BMW (UK) Ltd is a credit broker. Official fuel economy figures for the BMW 318d M Sport Saloon: Urban 53.3mpg (5.3l/100km). Extra Urban 72.4mpg (3.9l/100km). Combined 64.2mpg (4.4l/100km). CO₂ emissions 116 g/km. Figures may vary depending on driving style and conditions. *Initial rental £5,699. Price shown is for a 36 month Personal Contract Hire agreement for a BMW 318d M Sport Saloon with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 7.53p per mile. Applies to new vehicles ordered at participating retailers between 1 July and 30 September 2015 and registered by 31 December 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.

5.2 V10 F10 (S40) 5 tronic quattro **M** 24.5 3.5 275 50 £119500
5.2 V10 F10 (610) 5 tronic quattro plus **M** 22.7 3.2 289 50 £137500

BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur **L** 25.9 4.9 254 50 £136915
6.0 W12 auto Flying Spur **M** 19.0 4.3 343 50 £147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne **M** 16.8 5.1 391 50 £230505
6.75 V8 auto Mulsanne Speed **M** 19.3 4.8 342 50 £253345

Continental - 4804x5290x1915-1945mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 W12 auto GT **M** 19.5 4.3 338 50 £140845
6.0 W12 auto GT Speed **M** 19.5 4.0 338 50 £157845
4.0 V8 auto GT **L** 26.7 4.6 246 50 £130915
4.0 V8 auto GT S **L** 26.7 4.3 246 50 £139915
4.0 V8 auto GT3-R **M** 22.3 3.6 295 50 £238645
Continental GT C: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

eDrive auto i3 **A** N/A 7.2 0 21 £30680
eDrive auto i3 Range Extender **A** 470.8 7.9 13 21 £33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 101st

1.6 118i SE 3dr **D** 52.3 8.5 125 18 £20345
1.6 118i Sport 3dr **D** 52.3 8.5 125 18 £21245
1.6 120i Sport 3dr **E** 48.7 7.4 136 21 £23295
2.0 125i M Sport 3dr **G** 42.2 6.4 157 28 £26375
3.0 M135i 3dr **J** 35.3 5.1 188 37 £31195
1.5 116d ED 3dr **A** 83.1 10.4 89 15 £22030
2.0 118d SE 3dr **B** 70.6 8.3 104 19 £23325
2.0 118d Sport 3dr **B** 70.6 8.3 104 19 £23325
2.0 120d Sport 3dr **C** 65.7 7.1 114 24 £24775
2.0 auto 125d M Sport 3dr **D** 61.4 6.3 121 30 £29800
Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 51st

2.0 318i SE **D** 52.3 8.9 124 23 £24975
2.0 318i Sport **D** 52.3 8.9 124 23 £25275
2.0 320i SE **E** 48.7 7.3 134 30 £27255
2.0 320i Sport **E** 48.7 7.3 134 30 £27555
2.0 326i M Sport **G** 47.9 7.3 138 31 £29555
2.0 330i M Sport **G** 42.5 5.9 151 36 £32805
2.0 340i M Sport **I** 36.7 5.5 179 38 £38125
2.0 316d SE **B** 68.9 10.9 109 20 £27435
2.0 316d Sport **B** 68.9 10.9 109 20 £27735
2.0 318d SE **C** 67.3 9.0 111 24 £28685
2.0 318d Sport **C** 67.3 9.0 111 24 £28985
2.0 320d SE **C** 67.3 7.5 111 31 £29785
2.0 320d Sport **C** 67.3 7.5 111 31 £30085
2.0 320d EfficientDynamics Plus **B** 72.4 8.0 102 31 £30845
2.0 318d M Sport **C** 64.2 8.0 116 25 £30985
2.0 320d EfficientDynamics Sport **B** 68.9 8.0 108 31 £30985
2.0 320d M Sport **C** 64.2 7.5 116 32 £32085
2.0 330d auto M Sport **E** 56.5 5.6 131 38 £37415
2.0 335d auto M Sport xDrive **F** 51.4 4.8 145 43 £40330
3.0 TTT M3 **K** 32.1 4.3 204 45 £56595
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A

DRIVER POWER POS: 51st

2.0 320i SE **G** 42.2 7.9 155 31 £29905
2.0 320i Luxury **G** 42.2 7.9 155 31 £31905
2.0 328i SE **G** 41.5 6.1 157 35 £33105
2.0 328i Luxury **G** 41.5 6.1 157 35 £35105
3.0 335i Luxury **J** 34.9 5.7 189 38 £40565
3.0 318d SE **D** 61.4 9.7 122 24 £31275
3.0 318d Sport **D** 61.4 9.7 122 24 £32775
3.0 320d SE **D** 57.6 8.0 130 30 £32375
3.0 320d Luxury **D** 57.6 8.0 130 30 £34375
3.0 325d SE **E** 54.3 7.1 136 34 £34305
3.0 325d Luxury **E** 54.3 7.1 136 34 £36305
3.0 auto 330d SE **E** 54.3 5.7 137 40 £37705
3.0 auto 330d Luxury **E** 54.3 5.7 137 40 £39705
3.0 auto 335d xDrive Luxury **F** 49.6 4.9 149 42 £44120
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907x4998x1860-1901mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 47th

2.0 520i SE **F** 44.1 7.9 149 36 £33130
2.0 520i M Sport **F** 44.1 7.9 149 37 £35985
2.0 528i SE **G** 42.8 6.2 154 40 £36695
2.0 528i M Sport **G** 42.8 6.2 154 41 £39530
3.0 auto 535i Luxury **H** 39.2 5.7 169 42 £44685
3.0 auto 535i M Sport **H** 39.2 5.7 169 42 £44740
4.4 V8 auto 550i Luxury **J** 32.8 4.6 199 46 £57610
4.4 V8 auto 550i M Sport **J** 32.8 4.6 199 46 £57910
2.0 518d SE **C** 62.8 9.7 119 30 £30865
2.0 518d M Sport **C** 62.8 9.7 119 31 £33665
2.0 520d SE **C** 62.8 8.1 119 33 £32365
2.0 520d M Sport **C** 62.8 8.1 119 34 £35165
2.0 525d SE **D** 57.6 7.0 129 33 £36980
2.0 525d M Sport **D** 57.6 7.0 129 30 £39910
3.0 auto 530d SE **E** 55.4 5.8 134 43 £41455
3.0 auto 530d Luxury **E** 55.4 5.8 134 43 £44255
3.0 auto 530d M Sport **E** 55.4 5.8 134 43 £44270
3.0 auto 535d M Sport **E** 53.3 5.3 138 45 £48920
3.0 auto ActiveHybrid 5 SE **F** 44.1 5.9 149 44 £47790
3.0 auto ActiveHybrid 5 Luxury **F** 44.1 5.9 149 44 £48825
3.0 auto ActiveHybrid 5 M Sport **F** 44.1 5.9 149 44 £50625
4.4 V8 TTT DCT M5 **L** 28.5 3.9 232 49 £74835
4.4 V8 TTT DCT M5 30 Jahre Edition **L** 28.5 3.9 232 49 £91890
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A

DRIVER POWER POS: 47th

2.0 auto 520d SE **F** 51.4 8.9 144 33 £38045
2.0 auto 520d Luxury **F** 51.4 8.9 144 34 £40845
3.0 auto 530d SE **G** 48.7 6.2 153 44 £46965
3.0 auto 530d Luxury **G** 48.7 6.2 153 44 £46965
3.0 auto 535i Luxury **J** 34.4 6.1 192 44 £49465
3.0 auto 535d Luxury **J** 34.4 6.1 192 44 £51885
4.4 V8 auto 550i Luxury **K** 30.7 5.0 214 46 £59515
M Sport: same price as 520d Luxury, add £800 to 530d, 535d, 535d Luxury, add £950 to 550i Luxury

7 Series - 5072x5212x1902mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 740i SE **I** 25.8 5.7 184 48 £61675
3.0 auto ActiveHybrid 7 SE **F** 41.5 5.7 158 47 £66200
3.0 auto 730d SE **G** 50.4 6.1 148 48 £58275
3.0 auto 740d SE **F** 49.6 5.5 149 49 £65465
4.4 auto 750i SE **J** 32.8 4.8 199 49 £71515
6.0 V12 auto 760i SE **M** 21.1 4.6 314 50 £102015
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2345 to 760i

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5T 218i SE **C** 57.6 9.2 115 13 £22475
2.0T 220i Sport **E** 47.9 7.5 137 20 £25775
2.0T 225i xDrive auto Luxury **F** 44.1 6.3 148 23 £31175
1.5T 216d SE **A** 74.3 10.6 99 11 £23410
2.0T 218d SE **B** 68.9 8.9 109 15 £24555
1.5T 220d Sport **C** 64.2 7.6 115 21 £27255
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 100th

2.0 xDrive20i SE **I** 37.7 7.8 176 28 £27280
2.0 xDrive16d SE **D** 57.6 11.5 128 18 £24230
2.0 xDrive18d SE **D** 57.6 9.6 128 22 £25330
2.0 xDrive20d EfficientDynamics **C** 62.8 8.3 119 24 £26760
2.0 xDrive20d SE **D** 57.6 7.8 129 24 £26760
2.0 xDrive18d SE **F** 51.4 9.3 144 22 £26830
2.0 xDrive20d SE **F** 51.4 8.1 145 24 £28260
2.0 xDrive25d xLine **G** 47.9 6.8 155 26 £32540
2.0 xDrive25d M Sport **G** 47.9 6.8 155 27 £33540
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 24th

2.0 xDrive18d SE **D** 60.1 9.5 124 26 £31295
2.0 xDrive20d SE **E** 54.3 8.1 136 30 £33295
3.0 auto xDrive30d SE **G** 49.6 5.9 159 39 £40060
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £46690
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 xDrive20d SE **E** 54.3 8.1 136 31 £36880
3.0 auto xDrive30d xLine **G** 49.6 5.9 159 31 £45160
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £50290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 auto xDrive50i SE **L** 27.2 5.0 242 49 £60390
2.0 auto xDrive25d SE **F** 50.4 8.2 149 42 £42945
2.0 auto xDrive25d SE **G** 48.7 8.2 154 42 £45250
3.0 auto xDrive30d SE **G** 45.6 6.9 162 44 £48250
3.0 auto xDrive40d SE **G** 45.6 5.9 164 47 £50910
3.0 auto M50d xDrive **I** 42.2 5.3 177 48 £60320
4.4 V8 TTT auto X5 M **M** 25.4 4.2 258 50 £90170
M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto M50d xDrive **H** 42.8 5.2 174 50 £66920
3.0 auto xDrive30d SE **G** 47.1 5.7 157 45 £51150
3.0 auto xDrive40d SE **G** 45.6 5.8 165 46 £53870
4.4 auto xDrive50i SE **K** 29.1 4.8 225 49 £63065
4.4 V8 TTT auto X6 M **M** 25.4 4.2 258 50 £93070
M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series - 4432x1774mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 220i Sport **F** 46.3 7.0 142 25 £26195
2.0 220i M Sport **F** 44.8 7.0 148 26 £27545
2.0 228i M Sport **G** 42.8 5.8 154 30 £28410
3.0 M235i **J** 34.9 5.0 189 39 £34535
2.0 218d SE **C** 65.7 8.9 114 20 £24415
2.0 218d M Sport **C** 62.8 8.9 119 21 £26765
2.0 220d Sport **C** 62.8 7.2 119 24 £27015
2.0 220d M Sport **D** 58.9 7.2 125 25 £28365
2.0 auto 225d M Sport **D** 60.1 6.3 124 33 £33870
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)

4 Series - 4638x1825mm, EURO-NCAP N/A

DRIVER POWER POS: 19th

2.0 420i SE **F** 46.3 7.3 144 30 £30125
2.0 420i Luxury **F** 46.3 7.3 144 30 £32625
2.0 428i SE **G** 42.8 5.9 154 33 £33520
3.0 428i Luxury **G** 42.8 5.9 154 34 £36020
3.0 435i SE **I** 35.8 5.4 185 36 £41725
3.0 435i M Sport **I** 35.8 5.4 185 36 £42365
2.0 420d SE **D** 60.1 7.5 124 29 £24995
2.0 420d Luxury **D** 60.1 7.5 124 30 £24995
2.0 425d SE **E** 56.5 6.7 131 34 £35430
2.0 425d Luxury **E** 56.5 6.7 131 34 £37930
3.0 auto 430d M Sport **D** 57.6 5.5 129 40 £40315
3.0 auto 430d M Sport **D** 57.6 5.5 129 40 £40945
3.0 auto 435d xDrive Luxury **F** 52.3 4.7 143 41 £45245
3.0 auto 435d xDrive M Sport **F** 52.3 4.7 143 41 £45745
3.0 TTT M4 **K** 32.1 4.3 204 42 £57050
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
£1500 to SE, M Sport: add £500 to Luxury					
Z4 - 4239x1790mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 Drive18i	G	41.5	7.9	159	£27740
2.0 Drive20i	G	41.5	6.9	159	£28840
2.0 Drive28i M Sport	G	41.5	5.7	159	£37390
3.0 Drive35i M Sport	K	30.1	5.2	219	£43005
3.0 DCT Drive35i	K	31.4	4.8	210	£43950
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models					
6 Series - 4894x1854mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 auto 640i SE	I	37.2	5.3	176	£60630
3.0 auto 640d SE	F	52.3	5.3	143	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	£69790
4.4 V8 DCT M6	L	28.5	4.2	231	£92350
Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport					
i8 - 4689x1942mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5 Tt/Drive auto i8	A	113.0	4.4	59	£90895

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2					
Warranty: 1 year					
Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
0.6T 160	C	57.6	6.5	114	N/A £18995
1.6 270	N/A	5.0	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	£29995
2.0 S/C 620R	N/A	2.8	N/A	N/A	£49995
S Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build					

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1					
Warranty: 5 years/100,000 miles					
Camaro - 4837x1917mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.2 V8 Coupe	M	20.0	5.2	329	£83545
Auto: add £1500, Convertible: add £5000					
Corvette - 4493x1877mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.2 V8 Stingray Coupe	M	23.5	3.8	279	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	£70070

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196					
Warranty: 3 years/60,000 miles					
C-Zero - 3475x1475mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
6th auto C-Zero	A	N/A	15.9	0	£21216
C1 - 3466x1884mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 96th					
1.0 VTi (68) Touch 3dr	A	68.9	14.3	95	£8345
1.0 VTi (68) Feel 3dr	A	68.9	14.3	95	£9595
1.0 VTi (68) Flair 3dr	A	68.9	14.3	95	£10285
1.0 VTi (68) S&S Flair 3dr	A	74.3	14.3	88	£71035
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	£110635
1.0 VTi (68) ETG Flair 3dr	A	67.3	14.6	97	£11185
5dr: add £400 to Feel/Flair 3dr; Airscape: add £160 to select models					
C3 - 3941x1728mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 163rd					
1.0 PureTech (68) VT	A	65.7	14.2	99	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	£13230
1.0 PureTech (68) VTi+	A	64.2	14.2	102	£12495
1.2 PureTech (82) VTi+	A	62.8	14.2	107	£13515
1.4 PureTech (82) ETG auto VTi+	A	51.4	13.2	99	£14135
1.4 HDi (70) VTi+	A	74.3	13.7	99	£14590
1.4+HDi (70) ETG auto VTi+	A	83.1	16.2	87	£15210
1.6+HDi (90) VTi+	A	76.3	12.5	95	£15310
1.2 PureTech (82) Selection	A	62.8	14.2	107	£13865
1.6+HDi (90) Selection	A	76.3	12.5	98	£15740
1.6 VTi (120) auto Exclusive	F	42.8	10.9	150	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	£16790
1.6+HDi (90) Exclusive	A	76.3	12.5	98	£16240
ETG6 auto: add £620 to e-HDi (90) Exclusive					
C4 - 4329x1789mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 98th					
1.2 PureTech (110) Touch	B	60.1	10.9	110	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	£20045
C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.2 PureTech (75) Touch	B	61.4	12.9	105	£12990
1.2 PureTech (82) Touch	A	61.4	12.9	105	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	£15380
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	£16690
1.6+HDi (92) ETG6 Feel	A	80.7	11.4	92	£16690
Flair: add £1400 to Feel					
C5 - 4779x1860mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 112th					

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	£21760
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR					

Bentley Multiplace - 4380x1810mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 126th					
1.6 VTi (95) VT	G	42.0	13.8	155	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	£15105
1.6+HDi (90) ETG6 VTR	C	58.4	14.3	120	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	£17155
1.6+HDi (90) ETG6 XTR	C	58.4	14.3	120	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	£17965

C3 Picasso - 4078x1730mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 108th					
1.4 VTi (95) VT	F	44.8	12.2	145	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	£18230
1.6 VTi (120) ETG6 VTR+	E	40.7	11.5	137	£16715
1.6 VTi (120) Exclusive	F	44.1	10.9	149	£17095
ETG6 auto: add £1650 to VTi (95), £800 to VTi (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT					

C4 Picasso - 4428x1826mm, **EURO-NCAP** N/A

DRIVER POWER POS: 77th					
1.6 VTi (120) VTR	F	44.8	12.3	145	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	£18450
1.6 VTi (120) VTR+	F	44.8	12.3	145	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	110	£19170
1.6+HDi (115) ETG6 VTR+	A	74.3	13.7	98	£20410
1.6+HDi (115) VTR+	B	70.6	11.8	105	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	£22670
1.6 HDi (115) Exclusive	B	70.6	11.8	105	£23180
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	£23010
Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive					

Grand C4 Picasso - 4597x1826mm, **EURO-NCAP** N/A

DRIVER POWER POS: 77th					
1.6 VTi (120) VTR	F	44.8	12.6	145	£19460
1.6 HDi (90) VTR	A	67.3	12.9	98	£20850
1.6 VTi (120) VTR+	F	44.8	12.3	145	£20720
1.6 HDi (90) VTR+	B	67.3	12.9	105	£22110
1.6+HDi (115) ETG6 VTR+	A	74.3	13.7	98	£22710
1.6+HDi (115) VTR+	B	70.6	11.8	104	£22210
1.6 THP (165) Exclusive	D	50.4	8.7	130	£24370
1.6+HDi (115) Exclusive	B	70.6	11.8	105	£23510
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	£24710
Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive					

DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127					
Warranty: 3 years/60,000 miles					
Sandero - 4057x1733mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 53rd					
1.2 16v (75) Access	E	48.7	14.5	135	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	£6795
1.5 dCi (90) Ambiance	A	74.3	12.1	99	£8595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate					
Sandero Stepway - 4057x1733mm, EURO-NCAP N/A					
DRIVER POWER POS: 53rd					
0.9 Tce (90) Ambiance	D	52.3	11.1	124	£7895
1.5 dCi (90) Ambiance	B	70.6	12.1	105	£9395
Laureate: add £1800 to Ambiance					
Logan - 4450x1740mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 48th					
1.2 16v (75) Access	E	48.7	14.5	135	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	£7795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	£9595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate					
Duster - 4316x1822mm, EURO-NCAP N/A					
DRIVER POWER POS: 91st					
1.6 16v (105) Access ZWD	G	39.8	11.5	165	£9495
1.5 dCi (110) Ambiance ZWD	D	56.5	11.8	130	£11995
1.5 dCi (110) Laureate ZWD	D	56.5	11.8	130	£13495
4WD: add £2000, Laureate Prime: add £500 to Laureate					

DS

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Eco band
MPG
0-60mph
CO₂
Insurance group
List price

1.6 TDCi (95) Titanium	D	56.5	14.7	130	8	£17595
1.6 TDCi (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115

Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourer
Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourer Connect

B-MAX - 407x1751mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 12th

1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (95) Zetec	B	68.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	11	£16795

Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX (NEW) - 4379x1828mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.6 Ti-VCT (125) Zetec	F	44.1	11.5	149	16	£18195
1.0T EcoBoost (160) Zetec	C	55.4	12.6	117	14	£18895
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	17	£19195
1.5 TDCi (120) Zetec	B	68.9	11.3	105	17	£19895
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	14	£20195
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	17	£20695
1.5 TDCi (120) Titanium	B	68.9	11.3	105	17	£21395
2.0 TDCi (150) Titanium	C	64.2	9.5	114	25	£22895

Auto: add £1250 to diesels, Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDCi and 2.0 TDCi Titanium, Grand C-MAX: add £1600 (not 1.6 Ti-VCT)

S-MAX - 4796x1916mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCi (210) auto Titanium Sport	I	51.4	8.3	144	27	£32400
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	24	£32945

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4848x1916mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36145

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15145
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5359x1850mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22595
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54
Warranty: 5 years/125000 miles

Steed - 5040x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/50000 miles

Jazz (NEW) - 3995x1694mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.3i-VTEC S	C	56.5	11.2	116	13	£13495
1.3i-VTEC SE	C	56.5	11.2	116	13	£14595
1.3i-VTEC EX	C	55.4	11.2	120	13	£15715
1.3i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£16815

Auto: add £1100

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

Civic - 4300x1770mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 41st

1.4i-VTEC S	D	52.3	13.4	129	8	£15975
1.8i-VTEC S	E	48.7	9.1	137	16	£17635
1.8i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6i-DTEC S	A	78.5	10.5	94	18	£18775
1.6i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	H	38.7	5.7	170	33	£23995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8i-VTEC SE Plus: add £1990 to 5, EX Plus: add £1800 to 1.8i-VTEC SR, £2000 to 1.6i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

HR-V - 4294x1772mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745
1.6i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6i-DTEC (120) SE	B	70.6	10.1	104	23	£21495

Auto: add £970 to 1.5i-VTEC (not S), EX: add £3450 to SE

CR-V - 4570x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 21st

2.0i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£24895
1.6i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0i-VTEC, £1780 to 1.6i-DTEC (160), SE: add £2170 to 1.6i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.2 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 (75) S 5dr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£17525

Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

i30 - 4300x1780mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	8	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	11	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	8	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	10	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	12	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	12	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	13	£22295
1.6T-GDi (180) Turbo SE Sdr	H	38.7	8.0	169	21	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

i40 - 4740x1770x1815mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	B	66.0	N/A	110	13	£19600
1.7 CRDi (141) BD S	C	63.0	N/A	114	18	£20400
1.7 CRDi (115) BD SE Nav	B	66.0	N/A	110	13	£21600
1.7 CRDi (141) BD SE Nav	C	63.0	N/A	114	19	£22400
1.7 CRDi (115) BD Premium	C	66.0	N/A	118	13	£25600
1.7 CRDi (141) DCT BD Premium	D	63.0	N/A	129	19	£27500

Auto: add £1900 to 1.7 CRDi (141) (not 40), 40 Tourer: add £1250 (add £1750 to Premium), SE Nav Business: add £1500 to SE Nav

add £1800 to 5, 4WD; add £1630, Premium SE; add £1900 to Premium (not 1.7 CRDi)

Santa Fe - 4690x1880mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27900
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£33720

Auto: add £1705 to 4WD models, Seven seats: add £1200

Genesis - 4950x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995
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INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790-4800x1820mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4655-4780x1770-1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635-4645x1800mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34486
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 08445 625 540 / Dealers: 57
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32895
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£30395
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0 V6 S/C (340) auto S	J	34.0	5.1	198	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4954x1987mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£35100
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£37300
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£39300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950

Auto: add £1750

XJ - 5122-5247x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6 auto Luxury	F	49.6	5.9	149	48	£38690
3.0 V6 auto Premium Luxury	F	49.6	5.9	149	48	£42690
3.0 V6 auto Portfolio	F	49.6	5.9	149	49	£49725
3.0 V6 auto R-Sport	F	49.6	5.9	149	49	£51625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£100000

5.0 V8 S/C auto XJR **M** 25.5 4.4 264 50 **£92405**
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0 R-Sport

F-Type - 4470x1923mm, **EURO-NCAP** N/A
DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

JEEP

www.jeep.co.uk / Brochure: 0800 0045337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 MultiJet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19595
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	13	£20095
2.0 MultiJet (170) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MultiJet (140) 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MultiJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-4751x1873-1877mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Cherokee - 4623x1859mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MultiJet (170) 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, **EURO-NCAP** N/A
DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3599x1595mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 125th

1.0 1.3dr	B	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	£11495
1.0 1.2 5dr	B	62.8	14.1	105	2	£10145
1.25 2 5dr	B	61.4	11.5	106	5	£10745
1.25 3 5dr	B	61.4	11.5	106	6	£11745
1.25 4 5dr	B	61.4	11.5	106	6	£12295

Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR7: add £1500 to Picanto 1

Rio - 4045x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 59th

1.25 1.3dr	B	56.5	12.9	115	2	£10345
1.25 2 3dr	B	56.5	12.9	115	2	£12245
1.4 1.2 5dr	B	56.5	11.0	114	7	£13045
1.4 1.3 5dr	B	56.5	11.0	114	7	£14045
1.4 CRDi 1.3 5dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1.5 5dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 2.5 5dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2.5 5dr	A	74.3	13.4	98	6	£14745
1.4 1.4 5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4.5 5dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 2.5 and 3.5dr, 5dr: add £600 to 3dr, SR7: add £1500 to 1.25 and 1.1 CRDi Rio 1

Soul - 4140x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mixx	H	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	£21450
81 kWh Soul EV	A	N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx

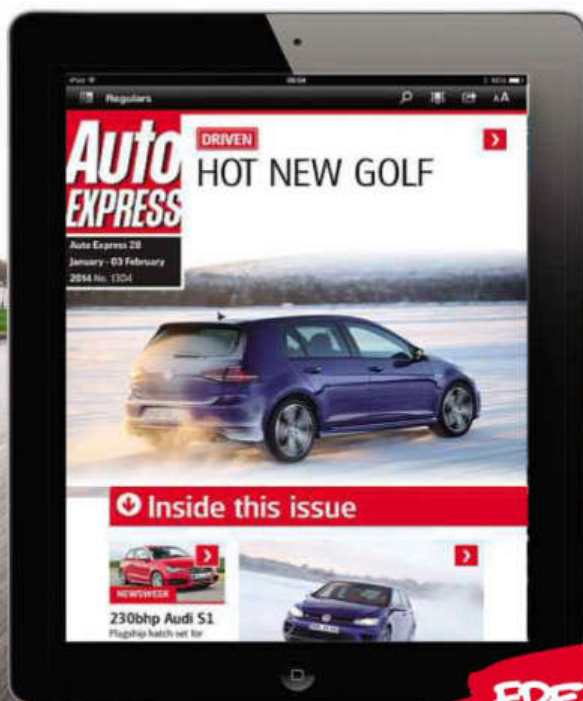
Cee'd - 4260-4310x1790mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 38th

1.4 1.5dr	E	47.1	12.4	139	7	£14805
1.4 CRDi 1.5dr	B	68.9	13.0	109	6	£15895
1.4 CRDi 1.5 5dr	A	76.3	11.5	97	12	£16495
1.4 1.2 5dr	F	46.3	12.4	143	8	£16605
1.6 GDI 2.5 5dr	D	52.3	9.8	124	12	£17395
1.6 CRDi 2.5 5dr	A	74.3	11.5	100	13	£18495
1.6 GDI 3.5 5dr	D	52.3	9.8	124	12	£19195
1.6 CRDi 3.5 5dr	A	74.3	11.5	100	13	£20295
1.6 GDI 4 Tech 5 5dr	F	47.1	9.5	137	13	£23795
1.6 CRDi 4.5 5dr	F	65.7	10.5	112	14	£21895
1.4 pro. ceed VR7 3dr	E	47.1	12.4	139	9	£14700
1.6 GDI pro. ceed S 5 5dr	D	52.3	9.8	124	14	£17695
1.6 CRDi pro. ceed S 5 5dr	A	74.3	11.5	100	13	£18795
1.6 GDI pro. ceed SE 5 5dr	E	47.1	9.5	137	15	£19795
1.6 CRDi pro. ceed SE 5 5dr	F	65.7	10.5	112	14	£21895
1.8 GDI pro. ceed GT 3dr	H	38.2	7.4	171	20	£22000
1.8 GDI pro. ceed GT Tech 3dr	H	38.2	7.4	171	20	£22000

Auto. add £1310 to 1.6 GDI 3 and 4, add £1110 to 1.6 CRDi 2, Ce'd GT
Add £500 to pro. ceed GT, Sportswagon, add £1200, VR7, add

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Warranty: 3 years/unlimited miles

Ghibli - 4971x1948mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 V6TT auto	K	29.4	5.6	223	N/A	£52615
3.0 V6TT auto S	L	27.2	5.0	242	N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49160

Quattroporte - 5262x1948mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6TT auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GTS	M	23.9	4.7	274	50	£108185

GranTurismo - 4881x1933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£10135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881x1933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60,000 miles

2 - 4060x1695mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5 (105) SE-L	A	83.1	10.1	89	15	£15995
1.5 (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x4585x1795mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 39th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2 (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2 (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2 (150), taxback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4670x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 49th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (145) SE	D	51.4	9.5	129	18	£19995
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2 (150) SE	B	68.9	9.0	108	21	£22095
2.2 (150) Sport	B	68.9	9.0	108	21	£25295
2.2 (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.60 Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

CX-3 - 4275x1785mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17995
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.50 (105) SE	B	70.6	10.1	105	15	£18995
1.50 (105) SE-L	B	70.6	10.1	105	13	£20395
1.50 (105) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to 1.50 petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 64th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2 (150) SE-L	C	61.4	8.2	119	20	£23295
2.2 (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2 (150) Sport	C	61.4	9.2	119	21	£25695
2.2 (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2 (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3890x1730mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22695

Sport: add £2600 to SE-L

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 119th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	8.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1500 to A250

B-Class - 4393x1786mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 118th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	20	£26950
132kW ED Electric Art	A	N/A	7.9	0	20	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 42nd

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27065
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.5	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.5	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38990
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0T auto AMG C 63	J	34.5	4.1	192	47	£60060
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 61st

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.1 auto E 220 BlueTEC AMG Night D	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition F	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 auto E 300 B7TEC Hybrid AMG N	B	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£40480
3.0 auto E 350 BlueTEC AMG Ni	E	53.3	6.4	139	46	£40210
5.5 V8T MCT E 63 AMG S	L	28.8	4.2	230	47	£74725
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£84720

Estate: add £1790-£1915

CLS-Class - 4940x1881mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116x5453x1899mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£68990
3.0 auto S 350 d AMG Line L	G	51.4	6.8	151	50	£69990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 aut S 300 e AMG Line L	A	100.9	9.5	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.4	4.6	259	50	£99290
6.0 V12 SE 4000 Maybach L	K	28.1	5.0	274	50	£165710
6.0 V12 AMG S 63 L	C	24.0	4.4	337	50	£182790
6.0 V12 AMG S 63 L	C	24.0	4.4	338	50	£182790
Long wheelbase: add £3000 to £350 d AMG Line, AMG Line L or add £3995 to £400 d SE Line L						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Line (not 250 d)						
GLE-Class Coupe - 4900x2003mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 aut GLE 350 CDI 4MT AMG Li	J	39.2	7.0	187	45	£60680
3.0 aut GLE 450 4MAT AMG Line	K	31.7	5.7	209	47	£62800
5.5 V8T auto 4MAT AMG GLE 63 S	M	23.7	4.2	278	50	£96555
designo Line: add £9295 to AMG Line						
GL-Class - 5141x1982mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 aut GL 350 4MAT AMG Spt	K	35.3	7.9	209	49	£61655
5.5 V8T aut 4MAT GL 63 AMG	M	23.0	4.9	288	50	£94735
G-Class - 4763x1855mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50	£87795
5.5 V8T auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675
E-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635
1.9 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39310
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40930
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42625
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46425
E-Class Cabriolet: add £3370-£3500						
S-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50	£125605
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50	£183075
Auto: add £1505 to SLK 200						
SLK-Class - 4134x1810mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55350
Auto: add £1505 to SLK 200						
SL-Class - 4617x1877mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V8T auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£83130
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50	£114185
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50	£173360
Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500						
AMG GT - 4546x1939mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110500
MG						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/unlimited miles						
MG3 - 4018x1729mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 10th						
1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9649
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999
MG6 - 4651x1827mm, EURO-NCAP N/A						
DRIVER POWER POS: 28th						
1.9 DTI-TECH S 5dr	C	61.4	8.4	119	17	£13995
1.9 DTI-TECH TS 5dr	C	61.4	8.4	119	17	£16195
1.9 DTI-TECH TL 5dr	C	61.4	8.4	119	17	£17995
MINI						
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148						
Warranty: 3 years/unlimited miles						
MINI - 3821x3850x1727mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 9th						
1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15380
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/Dne/DJCW)						
Clubman - 4253x1800mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5T Cooper	C	55.4	9.1	118	N/A	£19995
2.0T Cooper S	F	45.6	7.2	144	N/A	£22755
2.0 Cooper D	B	68.9	8.6	109	N/A	£22665
Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 145th						
1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21080
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730
Paceman - 4110x1789mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 Cooper						
1.6 Cooper D	E	47.1	10.4	140	16	£18960
1.6T Cooper S	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4, add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						
Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 113th						
1.6 Cooper						
1.6 Cooper D	E	47.0	10.5	140	16	£18510
1.6T Cooper S	C	64.0	10.8	115	15	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.5	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17170
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, ALL4, add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						
Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 145th						
1.6 Cooper						
1.6T Cooper S	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24145
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 145th						
1.6 Cooper						
1.6T Cooper S	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£25145
2.0 Cooper SD	C	66.0	7.9	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
MITSUBISHI						
www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113						
Warranty: 5 years/unlimited miles						
Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: N/A						
1.0 Mivex 1						
1.2 Mivex 2	A	67.3	13.6	96	15	£9054
1.2 Mivex 3	A	68.9	11.7	96	18	£11054
1.2 Mivex 3	A	65.7	11.7	100	18	£12054
1.2 Mivex auto 3	A	68.9	12.8	95	18	£13054
ASX - 4295x1770mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 95th						
1.6 Mivex 2C						
1.6 Mivex 2C-M	E	48.7	11.5	135	15	£15434
1.6 Di-D 2C-M	E	47.9	11.5	136	15	£17584
1.6 Di-D 2C-M	C	61.4	11.2	119	18	£19554
1.6 Di-D 4WD 2C-H	E	46.5	11.2	132	18	£23864
2.2 Di-D auto 4WD 2C-H	G	48.7	10.8	152	23	£25134
Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 66th						
2.2 Di-D GX2						
2.2 Di-D GX3	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£26684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£30434
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28304	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£32954	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24	£35054	
Auto: add £1700 to GX3, add £1450 to GX4, GX5h/GX5hS; add £500 to GX4h/GX4hS						
L200 - 5205x1785mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: N/A						
2.5 Di-D 4LH Double Cab						
2.5 Di-D Titan Double Cab	H	44.1	12.2	169	12	£23698
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13	£24698
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13	£27658
2.5 Di-D Barbarian Double Cab	H	42.8	10.4	173	13	£28558
Auto: add £1400 to Warrior/Barbarian, Black: add £700 to Barbarian						
Shogun - 4385x4900x1875mm, EURO-NCAP N/A						
DRIVER POWER POS: 81st						
3.2 Di-D-DC SWB SG2						
3.2 Di-D-DC SWB Warrior	K	36.2	9.7	207	32	£27144
3.2 Di-D-DC LWB SG2	K	36.2	9.7	207	30	£30314
3.2 Di-D-DC LWB SG2	K	34.9	10.5	213	32	£29544
3.2 Di-D-DC auto LWB SG3	K	33.2	11.1	224	34	£34744
Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £1685 to Warrior, SG4: add £3000 to SG3						
MORGAN						
www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18						
Warranty: 2 years/unlimited miles						
3 Wheeler - 3225x1720mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 3 Wheeler						
	N/A	4.5	N/A	N/A	N/A	£25950
Roadster - 4010x1630x1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 4/4						
2.0 Plus 4	F	44.1	8.0	143	N/A	£33075
3.7 Roadster	G	40.4	7.5	162	N/A	£36285
4.8 Plus 8	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						
Aero - 4147x1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.8 V8 auto Aero Coupe						
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£99950
Manual: no cost option						
NISSAN						
www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225						

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Official fuel consumption figures for the Audi TT Coupé Sport 2.0 TDI ultra 184PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 70.6 (4.0), Combined 62.8 (4.5). CO₂ emissions: 116g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi TT Coupé Sport 2.0 TDI ultra 184PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £2,154.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (September 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.



Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)

2008 - 4159x1739-1829mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 33rd

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	C	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18845
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Amb: add £200 to Calima Ambience

RCZ - 4295x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 74th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£83391
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8TT PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0T PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V8TT PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.5	79	49	£62959
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8TT Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459

PDK: add £1782 (£2201 to GTS, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£53397
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451

PDK: add £1782 (£2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0TT Carrera	J	34.0	4.6	190	N/A	£76412
3.0TT Carrera S	J	32.5	4.3	199	N/A	£85857
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.0TT Carrera Cabriolet	J	33.2	4.8	195	N/A	£85253
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	N/A	£94698
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£99602
3.6 Carrera 4	K	30.4	4.9	219	46	£78365
3.8 Carrera 4S	L	28.5	4.5	234	48	£88400
3.8 Carrera 4 GTS	L	28.5	4.4	233	50	£95862
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49	£87025
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50	£97040
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£104383
3.8 Targa 4	K	29.7	5.2	223	49	£87025
3.8 Targa 4S	L	28.2	4.8	237	50	£97060
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£159054
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296

PDK: add £2238 (£2947)

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/unlimited miles

Twizy - 2338x1234mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 Scé (70) Expression	B	62.8	12.0	105	2	£9495
1.0 Scé (70) Play	B	62.8	12.0	105	3	£9995
1.0 Scé (70) S&S Dynamique	A	67.3	12.0	95	3	£10995

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
0.9T TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 5th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'Y' models)

Clio - 4062x1731mm, EURO-NCAP N/A
DRIVER POWER POS: 70th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9T TCe (90) Expression+	B	62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T TCe (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T TCe (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC RSport Trophy	E	47.9	6.5	135	29	£21780

Auto: add £1300 to dCi (110), GT Line Nav: add £1500 to 1.5 dCi and 900 TCe

Megane - 4295x1808mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 94th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	C	53.3	10.9	119	17	£17750
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCe GT 220	H	38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 94th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	C	53.3	10.5	159	15	£18250
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCe GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 78th

1.6 VVT (110) XMOD Dynam Nav	I	36.7	11.7	178	19	£19370
1.2 TCe (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£22055
1.6dCi (130) XMOD Dynam Nav	C	64.2	10.3	124	24	£22495
1.2 TCe (130) XMOD Dynam Nav	F	44.1	11.4	125	20	£22495
1.6 VVT (110) Dynamique Nav	F	38.2	11.7	175	19	£19365
1.2 TCe (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 TCe (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21595
1.5dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22055
1.6dCi (130) S/S Dynamique Nav	C	64.2	10.3	124	24	£22495

Auto: add £1100 to 1.5dCi (110), Limited: add £600 to 1.6 VVT, £500 to 1.2 TCe, 1.5/1.6dCi (not XMOD), Grand Scenic: add £1200 (not XMOD)

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128

Warranty: 3 years/60,000 miles

Mii - 3540x1641mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 12v (60) S 3dr	B	62.8	14.4	105	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	£9630
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	£10995

Auto: add £1130 to SE, Sdr: add £350

Ibiza - 4031x1472x1693mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 169th

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI i-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15485
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, Sdr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) i-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17985
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive i-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to SE (not 1.2 TSI (85))

Leon - 4263x1784mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 4th

1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18035
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra SC 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PEV SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than Sdr; Leon ST: add £825

Alhambra - 4854x1904mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	18	£26630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135

Warranty: 3 years/60,000 miles

Citigo - 3563x1641mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 31st

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2	£10465

ASG auto: add £305 to SE and SE L (75), Sdr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia - 3992x1732mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90) SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1706mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 25th

1.2 (90) S	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) S	A	78.5	11.7	94	14	£16280
1.6 TDI (115) S	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

Octavia - 4659x1814mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 11th

1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635

1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TDI (132) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

Superb - 4856x1861x1864mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TDI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TSI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	27	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE

diesels, Laurin & Klement: add £3620 to SE L, Exec (not 1.4 TSI)

Yeti - 4223x1793mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 2nd

1.2 TSI (110) S	D	51.4	10.9	128	15	£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15	£18550
2.0 TDI (110) S	C	62.8	11.6	118	14	£18300
2.0 TDI (110) SE	C	62.8	11.6	118	14	£19850
2.0 TDI (150) Monte Carlo 4x4	E	55.4	9.1	134	21	£24375
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21	£24860
2.0 TDI (150) Outdoor SE 4x4	E	55.4	9.1	134	20	£22690
2.0 TDI (150) L&K 4x4	E	55.4	9.1	134	21	£26180

DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car; SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thsmart.co.uk / Brochure: 0808 000 8080 / Dealers: 48

Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	8	£13820

proxy: same price as prime

forfour - 3495x1665mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68

Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 E	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Tivoli - 4195x1795mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.6 SE	F	44.1	12.0	149	14	£12950
1.6D SE	C	65.7	12.0	113	N/A	£14200

Eco band	MPG	CO ₂	Insurance group	List price
6-60mpg				
Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Siam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks				

Corsa - 402x1736-1746mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	10.6	126	£ 10900
1.4i (90) Life 3dr	D	54.3	13.2	121	£ 11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	£ 13150
1.2i (70) Sting 3dr	A	54.3	10.6	124	£ 8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	£ 9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	£ 10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	£ 10995
1.2i (70) Excite 3dr	C	53.3	16.0	124	£ 11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	£ 12370
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	£ 14065
1.2i (70) Limited Edition 3dr	C	52.3	10.6	126	£ 13805
1.4i (90) Limited Edition 3dr	C	54.3	13.2	121	£ 14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	£ 15635
1.2i (70) Design 3dr	D	52.3	10.6	126	£ 10900
1.4i (90) Design 3dr	D	54.3	13.2	121	£ 11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	£ 12730
1.3 CDTi (75) S/e S/e FLX Design 3dr	A	74.3	14.8	100	£ 13150
1.3 CDTi (95) S/e FLX Design 3dr	A	85.6	11.9	87	£ 13650
1.2i (70) SRI 3dr	C	53.3	16.0	124	£ 11965
1.4i (90) SRI 3dr	C	55.4	13.2	119	£ 11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	£ 13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	110	£ 12595
1.3 CDTi (75) S/e FLX SRI 3dr	A	76.3	14.8	99	£ 13845
1.3 CDTi (95) S/e FLX SRI 3dr	A	88.3	11.9	85	£ 14345
1.2i (70) SE 3dr	D	53.3	16.0	124	£ 12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	£ 12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	£ 14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	110	£ 13240
1.3 CDTi (75) S/e FLX SE 3dr	A	76.3	14.8	99	£ 14490
1.3 CDTi (95) S/e FLX SE 3dr	A	88.3	11.9	85	£ 14990
1.6T (205) VXR 3dr	C	57.6	13.5	174	£ 17995

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI V-Line: add £1035 to SRI

Astra - 4290-4419x1753-1816mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 17/2nd

1.4 VVT (100) Expression	D	51.0	14.0	120	£ 12995
1.4 VVT (100) Design	D	51.0	12.9	120	£ 15350
1.6 VVT (115) Design	F	45.0	10.9	142	£ 16060
1.3 CDTi (95) ecoFLEX S/e Design	B	72.0	13.8	104	£ 16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	£ 17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	£ 18130
1.4 VVT (100) Excite	D	51.0	12.9	120	£ 17755
1.6 VVT (115) Excite	F	45.0	10.9	142	£ 18565
1.7 CDTi (110) e/FLEX S/e Excite	A	63.0	11.8	99	£ 19845
2.0 CDTi (165) Tech Line	C	63.0	8.5	119	£ 19995
1.4 VVT (100) SRI	D	51.0	12.9	120	£ 18735
1.6 VVT (115) SRI	F	46.0	10.9	146	£ 19545
1.4T (140) SRI	F	48.0	9.0	138	£ 20205
1.6T (180) SRI	G	42.0	7.9	159	£ 20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	£ 21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	£ 22335
1.7 CDTi (110) S/e 999 SRI	A	76.0	11.8	99	£ 21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	£ 22825
2.0 CDTi (195) S/e Biturbo	D	53.3	7.8	134	£ 24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4058x1787mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 auto PosiV	A	235.4	9.0	27	£ 28750
1.4 auto Electron	A	235.4	9.0	27	£ 30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 15/5th

1.8 VVT (140) Design Sdr	G	40.4	11.5	164	£ 16479
1.4T (140) S/e Design Sdr	D	54.3	10.9	123	£ 17394
2.0 CDTi (120) S/e Design Sdr	A	76.3	11.9	99	£ 18944
2.0 CDTi (130) Design	C	62.8	11.1	119	£ 18104
2.0 CDTi (163) ecoFLEX Design Sdr	A	76.3	10.5	99	£ 19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	£ 19554
1.8 VVT (140) SRI Sdr	G	40.4	11.5	164	£ 18279
1.4T (140) S/e SRI Sdr	D	54.3	10.9	123	£ 19194
2.0 CDTi (120) S/e SRI Sdr	A	76.3	11.9	99	£ 20744
2.0 CDTi (130) SRI Sdr	C	62.8	11.1	119	£ 19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	£ 20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	£ 21354
2.0 BiCDTi (195) S/e SRI Sdr	D	60.1	8.7	125	£ 24814
2.0T (250) S/e SRI V-Line Sdr	H	39.2	7.5	169	£ 22449
1.4T (140) S/e Elite Sdr	J	60.1	8.7	186	£ 21574
1.6T (170) S/e Elite Sdr	E	47.9	9.2	139	£ 22964
2.0T (250) S/e Elite Sdr	H	39.2	7.5	169	£ 23609
2.0 CDTi (120) S/e Elite Sdr	A	76.3	11.9	99	£ 23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	£ 23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	£ 23734
2.0 BiTurbo (195) S/e auto Elite Sdr	D	60.1	8.7	125	£ 24779
2.8 V6T VXR SuperSdr Sdr	L	27.0	5.6	249	£ 29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI V-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 18/6th

1.4 VVT (100) Expression	E	46.3	13.9	148	£ 12625
1.4 VVT (100) S	E	46.3	13.9	140	£ 16420
1.4 VVT (120) S	E	47.9	11.5	139	£ 17155
1.3 CDTi (75) S	D	57.6	16.9	129	£ 17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	£ 19000
1.0 CDTi (110) auto S	E	46.3	12.9	160	£ 20340
1.6 CDTi (136) S	C	64.2	9.9	116	£ 19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	£ 173995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	£ 15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	£ 18445
1.4 VVT (120) SE (a/c)	E	47.9	11.5	139	£ 19175
1.4 VVT (140) SE (a/c)	G	44.2	10.3	151	£ 20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	£ 22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	£ 21370

Auto: add £1420 to 1.4T (120) (Exclusiv), SE, Exclusive: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 7/9th

1.4T (140) S/e Exclusiv	F	45.0	9.9	148	£ 22680
1.4T (140) S/e SE	F	45.0	9.9	148	£ 24020
1.8 VVT (140) ES	H	39.0	10.9	169	£ 21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	£ 22375
1.6 CDTi (136) Exclusiv	B	64.0	11.5	109	£ 25400
2.0 CDTi (110) ES	E	54.0	11.5	137	£ 21110
2.0 CDTi (130) ecoFLEX S/e ES	C	63.0	10.6	119	£ 23300
2.0 CDTi (130) e/FLEX S/e Exclusiv	C	63.0	10.6	119	£ 24300
2.0 CDTi (165) S/e Exclusiv	E	54.0	9.1	137	£ 24695

2.0 CDTi (130) ecoFLEX S/e SE	C	63.0	10.6	119	£ 25475
2.0 CDTi (165) S/e SE	E	54.0	9.1	137	£ 26090
2.0 CDTi (195) S/e Biturbo SE	E	50.4	8.5	149	£ 27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 8/8th

1.6 16v (115) S/e Exclusiv	G	43.5	12.2	153	£ 18064
1.4T (140) S/e Exclusiv	E	47.1	9.6	139	£ 18724
1.7 CDTi (130) S/e Exclusiv	D	60.1	9.6	124	£ 19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	£ 23450
2.2 CDTi (163) Exclusiv FWD	H	43.0	9.9	167	£ 21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	£ 26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	£ 27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	£ 19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4465x1840mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 17/2nd

1.4T (120) S/e Sport	E	48.0	10.9	139	£ 18895
1.4T (140) S/e Sport	E	48.0	9.9	139	£ 19885
1.6T (200) Sport	H	39.0	8.3	154	£ 21250
1.7 CDTi (110) S/e Sport	C	63.0	11.9	119	£ 20850
1.7 CDTi (130) S/e Sport	C	63.0	10.8	119	£ 21450
1.3 CDTi (95) S/e Sport	D	59.0	8.9	127	£ 20195
2.0 CDTi (195) S/e Biturbo	D	53.3	7.8	129	£ 24175
2.0T (200) VXR	J	34.9	5.9	189	£ 22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascade - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4T (140) S/e SE	F	44.8	10.2	148	£ 22995
1.6T (170) auto SE	H	39.2	9.2	168	£ 22795
2.0 CDTi (165) S/e SE	E	54.3	9.6	138	£ 23600
2.0 CDTi (165) auto SE	E	45.6	9.6	163	£ 23760
2.0 CDTi (165) S/e SE	E	54.3	9.6	139	£ 23965

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	£ 54509
6.2 V8 GT5 auto	M	18.0	4.2	373	£ 56234

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223

Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 5/6th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	£ 18870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	£ 19925
1.0 (75) High up! 3dr	B	60.0	13.2	108	£ 21150
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	£ 21210
BEV (82) e-up! 5dr	A	N/A	12.4	0	£ 19820

Auto: add £595 to Move up! and High up! Sdr: add £375 to 3dr, BMT: add £360 to Move and High up!

Polo - 3970-3972x1682mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 16/7th

1.0 (60) S 3dr	B	60.1	15.5	106	£ 11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	£ 11970
1.0 (60) SE 3dr	B	60.1	15.5	106	£ 12585
1.0 (75) SE 3dr	B	58.9	14.3	108	£ 13110
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	£ 15370
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	£ 154795
1.2 TSI (110) SEL 3dr	B	58.9	9.3	110	£ 1624



Red Bull eyeing Ferrari power

■ Renault deal to finish early
■ Mercedes rules out supply



Stephen Errity

Stephen_Errity@dennis.co.uk

AE RED Bull Racing could be powered by year-old Ferrari engines in 2016, as it looks for a new powertrain supplier to replace Renault at the end of this season.

The fractious partnership finally came to a head at the recent Italian Grand Prix, with Red Bull requesting an end to its contract at the close of this season.

However, Red Bull has failed to secure its preferred replacement for Renault power, as the Mercedes board has elected not to supply its title-winning engine to its rival.

Red Bull is now believed to be pursuing a deal to run year-old Ferrari engines instead. "The idea of Mercedes is finished. We are now focusing elsewhere," the brand's motorsport boss Helmut Marko told a German newspaper.

Ferrari team boss Maurizio Arrivabene was supportive of the idea, saying: "I don't see any kind of problem to



Red Bull has lost patience with its underperforming engine partner Renault



give our engine to any other team. It's easy to think if you give [Red Bull] the engine they will build a very strong chassis, but it's nice when you have a stronger competitor."

Renault's future in Formula One is now believed to revolve around the struggling Lotus team, which it could acquire and turn

into a full Renault works outfit. Lotus has been hit with legal action from creditors several times this season, and it's believed payments are being delayed until the deal with Renault can be concluded.

Lotus CEO Matthew Carter said: "We all want the same thing; it's now just

a question of making sure it happens in the right way. When we get through the other side, it'll all have been worthwhile. One way or the other, we'll get through it."

The squad currently runs Mercedes engines, so if Renault buys in, Mercedes would be free to supply another team. With Red Bull ruled out, Manor is interested.

On track, F1 heads to Singapore this weekend, with Lewis Hamilton sitting on a hefty 53-point lead over team-mate Nico Rosberg, following the latter's retirement from the Italian GP with engine failure.

"I don't see any kind of problem to give our engine to any other team. It's nice to have a stronger competitor"

MAURIZIO ARRIVABENE Ferrari team principal

WEC title battle heads Stateside

WORLD Endurance Championship heavy hitters Audi and Porsche will renew their title rivalry this weekend as the series crosses the Atlantic for its annual visit to the Circuit of the Americas in Austin, Texas.

Porsche scored a dominant 1-2 result at the series' last race at the Nürburgring in Germany, with ex-Red Bull Formula One man Mark Webber clinching his first WEC victory alongside team-mates Timo Bernhard and Brendon Hartley.

But Audi's trio of Andre Lotterer, Benoit Treuluyer and Marcel Fassler continue to lead the standings, 17 points ahead of Webber's crew, courtesy of a podium in Germany.

The second Porsche 919 Hybrid of Marc Lieb, Neel Jani and Romain Dumas is only a further two points behind.



Porsche will be looking to move ahead of Audi after WEC round in US this weekend

New layout for World RX Spain

THE World Rallycross Championship will run on a new track for its Spanish round this Sunday, taking in part of Barcelona's Circuit de Catalunya Grand Prix track.

The layout features an uphill start leading to the first left-hander, and also incorporates the chicane of the F1 venue.

Reigning World RX champion Petter Solberg (below) tops the standings in his DS 3 heading into the weekend.





Why buying a connected car could save your life

After 20 years in the US, GM's OnStar technology is finally hitting the UK streets via Vauxhall. Alphr took it for a test drive and discovered it isn't just about convenience: this tech could genuinely save your life. Visit alphr.com/cars for the full story and a fresh take on car tech.

alphr.com

A fresh take on technology

AE JAGUAR Land Rover is joint favourite to win the World Car of the Year (WCOTY) title and other World Car awards in 2016. The twitchy German powerhouses are determined to spoil the JLR party. But JLR is armed with several all-new and credible contenders as it now goes for all-out World Car Awards glory for the first time.

Unlike Audi, BMW, Mercedes and Volkswagen, JLR has never won the big one – the WCOTY title, independently ranked as the number one automotive award on the planet. But the British-based, Indian-owned company is better placed than ever to steal its inaugural WCOTY win. The prizegiving ceremony is at the New York Motor Show in March and JLR gets two bites of the cherry, as the Jaguar XE plus Land Rover Discovery Sport are on the provisional nominations list.

Rightly or wrongly, the directors of the World Car Awards, myself included, decided the latest Jaguar XF only qualifies for the World Luxury Car list. But again, victory is possible. And if the Range Rover Sport SVR succeeds in the World Performance Car class, it could be a win-win-win situation for JLR.

Sadly, fellow foreign-owned Brit, Vauxhall, is in danger of not making the World Car cut. That's because the all-new Vauxhall/Opel Astra is seen as a car for Europe, not the world – although Astras have sold in odd and unlikely places such as Turkey.

The French have a similar problem, although I'm still fighting to add the Peugeot 108, plus Citroen C1 and Berlingo Multispace, to the WCOTY nominees list. Competitions like this need affordable, real-world cars. I'm no longer sure of Fiat-Chrysler's nationality. But worryingly, it seems to have few – if any – genuinely all-new mainstream cars ready to do battle globally at this time.

Even more worrying, for JLR at least, is that Mazda's MX-5 is a definite WCOTY contestant and another strong (and then some) contender for the title. How ironic. A Brit-based manufacturer finally produces a range of mainstream, class-leading models capable of taking on and beating the mighty German automotive empires, only for a tiny Japanese firm to sneak in and, potentially, upset the appletart. There's nothing that JLR can immediately do about this serious WCOTY threat from Mazda. But in the longer term, it needs to design and build an MX-5 killer. If anyone can, Jaguar can. And should.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W A win, win, win situation is possible for Jaguar Land Rover at the World Car Awards in New York City in March

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

next week **140**
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Fast Hondas SPECIAL



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We celebrate arrival of new NSX with 40 pages on hot Hondas of past, present and future

DRIVEN



Vauxhall Astra

It looks great, has some brilliant tech and is top quality... but can it deliver on the road?

DRIVEN



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